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# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
INSURANCE, BANKING, MINING, MANUFACTURES.

**HENRY V. POOR, *Editor.***

**SATURDAY, DECEMBER 29, 1860.**

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**ESTABLISHED IN 1831.**

**NEW-YORK:**

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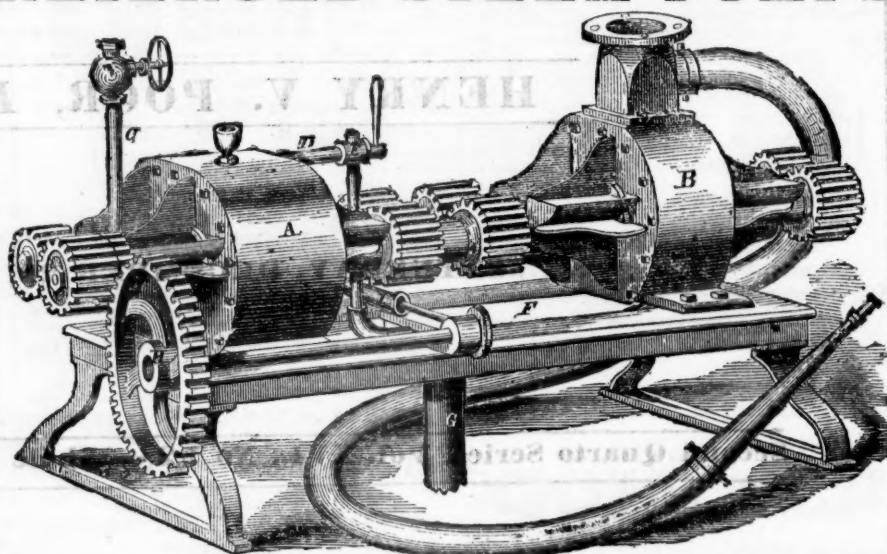
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Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

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## American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 29, 1860.

### The Pacific Railroad Bill.

This bill as it passed the House on the 22d provides for one to start from some point of Nebraska, opposite to the state of Iowa, and another to start from a point in Kansas, opposite to the State of Missouri, the two converging at a point not more than 200 miles from the Missouri river, thence proceeding by a single trunk line on the nearest and best route to San Francisco or the navigable waters of the Sacramento, passing in the vicinity of Salt Lake City. The second road is also to consist of two converging lines, resting upon Fort Smith, (Arkansas,) and the Western border of Louisiana, uniting with the South Pacific Railroad, chartered by the State of Texas, and terminating at San Diego.

The bill provides for chartering the company and granting the usual powers with the right of way through the public domain, and 200 feet of land on each side of the road; also every alternate section of land for six sections in width on each side for 200 miles from each terminus, and every alternate section to twice that distance for the remainder of the route—other lands to be selected in case those designated shall have been pre-empted. On the completion of the railroad

and telegraph for fifty consecutive miles, Messrs. Erastus Corning, Samuel R. Curtis, and Samuel M. Felton are constituted a Board of Commissioners to examine and report upon the work to the President of the United States, who is thereupon to issue patents for the lands granted, and so on as each fifty miles shall be opened. As soon as 250 miles are ready for opening, the Secretary of the Treasury is directed to issue United States bonds to the amount of \$15,000 per mile for the last fifty miles, and thereafter at the same rate for every mile of road constructed. These bonds are to be of a denomination of not less than \$1,000 each, to bear interest at the rate of five per cent. per annum, and be redeemable at the expiration of thirty years. On completion of the entire work an additional sum in bonds of \$10,000 per mile for the whole line is to be given by the general Government, the whole to constitute a first and only mortgage on the road, its equipment and all other property.

The work is to be commenced within one year from the passage of the act, and built at the rate of not less than 100 miles per annum, the whole to be completed by the 4th of July, 1876, the hundredth anniversary of our national independence.

Assuming that with the aid sought from Government, sufficient means can be raised to build the road, and that the central, including the fork lines, will be 1,600 miles long, its cost to the nation at large would be about as follows:

Right of way.....	\$107,000
3,600 sections of land for 600 miles....	2,880,000
12,000 sections of land for 1,000 miles....	9,000,000
Bonds for 1,400 miles at \$15,000.....	21,000,000
Bonds for 1,600 miles at \$10,000.....	16,000,000
	\$49,587,000

This, it will be seen, is equal to \$31,000 per mile, in round numbers, three-fourths of it being simply a loan or payment in advance for services to be performed by the company.

### Lehigh Valley Railroad.

The receipts of this company in November were about \$57,000, and the gross receipts for the year will be about \$680,000, showing an increase over the receipts of 1859, of \$150,000. The net profits of the company are estimated about thirteen

per cent. and have been wholly expended in permanent improvements.

### Population of Maryland.

The following table will show the census returns of the State of Maryland, together with the comparisons of the census which was taken in the year 1850. It will be observed that as far as Baltimore city and Howard county are concerned, there cannot be any comparison made, for the reasons that the returns of the seventh census made an aggregate of both Baltimore city and the county, and since that time Howard county was established by an act of the General Assembly of the State, being formed from sections of Anne Arundel and Baltimore counties.

Counties.	Free Inhabitants.		Slaves.	
	1860.	1850.	1860.	1850.
Alleghany.....	28,680	21,633	844	724
Anne Arundel..	16,179	16,542	7,870	11,249
Baltimore.....	51,450	.....	3,170	.....
Calvert.....	6,889	3,630	4,513	4,486
Caroline.....	10,409	6,096	739	808
Carroll.....	23,559	18,667	802	975
Cecil.....	22,391	15,472	951	844
Charles.....	6,846	5,655	9,613	9,584
Dorchester.....	16,204	10,747	4,123	4,232
Frederick.....	43,631	33,314	3,248	3,913
Harford.....	21,747	14,413	1,813	2,166
Kent.....	10,781	5,616	2,563	2,627
Montgomery...	13,035	9,435	5,363	5,114
Prince George's,	10,856	8,901	11,656	11,510
Queen Anne...	11,817	6,986	4,177	4,270
St. Mary's.....	8,634	6,223	6,550	5,842
Somerset.....	19,978	13,385	5,097	5,588
Talbot.....	11,077	7,084	3,756	4,134
Washington...	23,122	26,930	1,126	2,090
Worcester.....	16,555	12,401	3,602	3,444
Howard.....	10,521	.....	2,894	.....
Baltimore city	211,824	174,853	2,213	2,718

It will be perceived that the increase of population in the State for the last ten years is 148,631. The decrease in the number of slaves is 4,986; decrease of deaths 3,224, and the increase in the number of dwellings 23,359. It is worthy of remark that the above returns are complete and compiled from the official returns, with the exception of Alleghany county, in which several small precincts in the mountain region of the county are yet to hear from. The total amount of the population in the State is 731,565, whilst that of the year 1850 was 583,034.

**Industrial Resources of Boston.**

We copy from the Boston *Traveller* the following summary of the number of establishments, amount of capital employed, value of articles used, and the yearly products, in each ward in that city:

Wards.	No. of Estab-lishments.	Capital em-ployed.	Materials used.	Products.
1....	12	\$467,000	\$700,000	\$1,211,000
2....	58	1,802,000	2,620,000	4,669,000
3....	312	2,308,000	5,065,000	8,405,000
4....	218	2,484,000	3,474,000	7,258,000
5....	12	62,000	78,000	256,000
6....	48	120,000	341,000	509,000
7....	77	969,000	2,501,000	3,697,000
8....	69	889,000	573,000	1,979,000
9....	7	28,000	166,000	155,000
10....	62	374,000	365,000	888,000
11....	30	780,000	558,000	2,270,000
12....	42	2,617,000	3,478,000	6,710,000

Total 987 \$12,845,000 \$19,852,000 \$37,947,000

The following table gives the number of men and women employed, and the amount of monthly pay received:

Wards.	Men.	Pay of Men.	Women.	Pay of Women.
1.....	245	\$9,020	62	\$800
2.....	1,908	52,890	11	185
3.....	2,780	100,680	619	10,194
4.....	2,599	78,430	2,160	34,341
5.....	115	5,000	24	330
6.....	260	8,500	2	24
7.....	1,120	35,100	1,055	15,100
8.....	727	37,000	208	4,505
9.....	49	8,700	5	70
10.....	535	18,000	29	384
11.....	737	49,000	78	1,566
12.....	2,385	69,400	56	904

Total... 13,410 \$471,700 4,309 \$68,403

It will be seen by the above that the monthly pay roll for the manufacturing establishments of the city is, for men \$471,700: for women \$68,403. This amounts to \$540,103 a year. The above does not include the great building interest of the city. The aggregate of products, as will be seen, is \$37,947,000, but there are some omissions, which would have swelled the amount to upwards of \$40,000,000. One important omission is that of the great Boston Gas Company, which employs a large number of men, and annually produces gas to a heavy amount in value.

**Phoenix Iron Co.**

The creditors of this company held a meeting in Philadelphia on the 20th inst. The company asked an extension of one year from Dec. 18, 1860, payable in full, with interest from maturity of new, at the rate of 9 per cent. per annum. This proposition was quite satisfactory to the creditors, who unanimously accepted it. By this arrangement, the works will be continued in full and active operation. The assets of the company are nearly a million and a half in advance of its liabilities, the figures being as follows:

Liabilities of Phoenix Iron Company.....\$303,008  
Liabilities of David Reeves & Son.....157,821

Total.....\$460,829  
Assets, including real estate.....1,922,656

Surplus after paying liabilities...\$1,461,827

The suspension of the Phoenix Iron Company is attributable solely to the political troubles in

the South, from which section of the country large amounts are owing. Notwithstanding these difficulties, however, the company is now executing several orders for the Southern States.

**Journal of Railroad Law.**

ENGLISH DECISION AS TO WHAT CONSTITUTES NEGLIGENCE: DUTY OF RAILROAD COMPANIES AS TO FENCES.

The case of *Marfell vs. The South Wales Railway Company* recently came up in the Court of Common Bench in England. The cause arose upon the question as to what, under the circumstances of the case, was the duty of the company in reference to the closing of a certain gate in a fence which they had erected along the side of their road; and whether the leaving of it open, by which the plaintiff's horse was killed, was such negligence as rendered the defendants amenable to the plaintiff in an action against them for damages.

Besides their own road the defendants were also owners of a tramway, running parallel thereto, and separated therefrom by a fence, also their property, which was continued down to a certain point, where the said tramway crossed the railway; at this point the defendants had placed swinging gates, which it was proved were always open. The plaintiff, being licensed by the defendants, to use the tramway on payment of tolls, was proceeding with two horses drawing certain trains along the tramway, when a train approaching upon the railway, the fore horse took fright, rushed through the open gate upon the line, and was killed by the engine.

Upon this state of facts the Court held that the defendants were liable to the plaintiff for damages, on the ground of negligence. The following are the opinions of two of the Justices. It appears however, that a dissenting opinion was given by the Chief Justice.

WILLIAMS J. I think the facts show the liability of the defendants. It appears that it was part of the constitution of the tramroad of the defendants, which the plaintiff, together with the rest of the public, was invited by the defendants to use, on payment of toll, that some swing gates should be placed across it at the point where it crossed the railway, in order to seclude the tramroad from the railway, and prevent the perilous position in which horses would be placed who were drawing tram wagons on the tramroad when they approached that point, if there was an open communication between the tramroad and the railway. In order to make the gates available for this purpose, they ought to be kept shut except when the transit of tramway wagons going along the line required that they should be temporarily opened. The tramroad being thus constituted, I think every one who uses it has a right, on payment of toll to expect, and a duty thereupon arises on the part of the defendants, that, as owners of the tramroad and recipients of the toll, they shall employ ordinary care and diligence in the management of the gates, in order that they may afford that security which they are ostensibly intended to afford to those who are using the tramroad. The jury have, in effect, found that the defendants neglected that duty by negligently leaving the gates open at the time when they ought to have been shut, and that the loss of the plaintiff's horse was occasioned by that neglect of duty. It has been argued that, as

the plaintiff himself admitted in his evidence that whenever he saw the gates they were open, it ought not to be inferred that he used the railroad on an implied contract that they should be kept shut. But if it was the duty of the defendants towards their customers on the tramroad to use ordinary care and diligence in keeping the gates duly shut, as part of the constituent safeguards of the tramroad held out as such to those who should use it, they are not, I apprehend, the less liable for the consequences of a breach of that duty, because to the knowledge of the plaintiff they have been guilty of previous breaches.

BYLES, J. I am of opinion that the plaintiff is entitled to keep his verdict. The railway, the parallel tramway for horses, and the fence between them, are all the property of the defendants. The fence appears to have had no other purpose than the protection of persons using the tramway. There is in the fence a gate, which is opened for the use of the defendants; the defendants or other persons claiming under them, but not the plaintiff, have a right to open it; the defendants, for reward, license the plaintiff to use the tramway being so fenced; the defendants negligently leave the gate open; the foremost of the plaintiff's team of horses, alarmed by the noise of an approaching train, is driven by fright through the open gate on to the railway and killed. Conceding that the negligence found against the defendants amounts to no cause of action, unless they were under a legal obligation to exercise some degree of care in respect of the gate, the question is this, were the defendants bound to exercise any degree of care? It is not material to inquire what degree, for, whatever the degree, the jury have found that the defendants neglected to exercise it. The facts may be illustrated by a simpler but a parallel case. Suppose the defendants to be owners of a meadow in which there is a deep chalk pit, fenced round by them to prevent cattle falling in, but with a gate in the fence to be used only by the defendants when they should desire to remove chalk from the pit; suppose the defendants for reward to take in cattle to graze in that meadow, the same question arises; are the defendants under an obligation to exercise any degree of care in the use of that gate? It is clear, on the authorities, that they are in the supposed case, bound to exercise care in the use of the gate, and are responsible if they leave the gate open. In the case now before the court, the person using the tramway is equally without control over the gate, for he cannot, without danger, leave his horses in the immediate proximity of the railway by running on before to see if the gate is open, or to shut it if it be open. He requires for his safety a continuous fence; the continuity of that fence is broken by the defendants opening the gate placed there for the use of the defendants; the gate is under their control; they provide the fastenings, and it cannot be touched by the plaintiff without a trespass, except to shut it (if possible) when, by standing open, it is a nuisance in his way. I therefore think the defendants are bound to some degree of care in the use of the gate. That being so, and the jury having found negligence, the damage which the plaintiff has sustained is the proximate and natural result. It was proved that the gate had very often, perhaps generally, been left open; but I apprehend that evidence shows no more than the habitual negligence of the defendants.



**Dividends and Interest.**

The Cleveland, Columbus and Cincinnati Railroad Company have declared a semi-annual dividend of  $5\frac{1}{2}$  per cent. payable February 1. A dividend of  $4\frac{1}{2}$  per cent. was paid in July last, making 10 per cent. for the year. The earnings for the year are said to more than justify this liberal division of cash profits.

The Eastern, Mass., Railroad Company have declared a dividend of 2 per cent. payable January 1. This is the first dividend, since the difficulties in which the company became involved by the defalcation of Tuckerman.

The Old Colony and Fall River Railroad Company have declared a semi-annual dividend of 3 per cent. payable January 1.

The Boston and Providence Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Boston and Lowell Railroad Company have declared a semi-annual dividend of 4 per cent., payable Jan. 1, to holders 15th inst.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of 4 per cent., payable Jan. 1.

The Middlesex Railroad Company have declared a dividend of 6 per cent., payable Jan. 1.

The Boston and Maine Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Lehigh Valley Railroad Company have declared a dividend of 4 per cent., payable in stock.

The Panama Railroad Company have declared a semi-annual dividend of 6 per cent., payable Jan. 2.

The Western Railroad bonds of Massachusetts have declared a semi-annual dividend of 4 per cent. payable Jan. 1.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of 3 per cent. payable Jan. 2, to the New York stockholders at the Union Bank.

The Worcester and Nashua Railroad Company have declared a dividend of \$2 50, payable Jan. 7.

The interest due Jan. 1st on the bonded debt of Virginia, will be paid in this city at the Bank of the State of New York.

The interest on the Ohio State stocks will be paid at the office of the Ohio State Agency, 25 William St., from the 1st to the 15th of January.

The interest on the third mortgage bonds of the New York and Erie Railroad Company, which became due Sept. 1st, will be paid upon presentation to the receiver, in Erie Place. This leaves no over-due interest, except on 4th and 5th mortgage bonds.

The interest on the public debt of Iowa, due Jan. 1, will be paid by Messrs. Atwood & Co.

The interest due Jan. 1 on the Minnesota \$250,000 8 per cent. State loan will be paid by Messrs. Clark, Dodge & Co., 51 Wall St.

The interest due Jan. 1, on the State debt of Indiana will be paid by Messrs Winslow, Lanier & Co.

The interest on the debt of North Carolina will be paid at the Bank of the Republic.

The January interest on Green Co., Ills., bonds, and the Joliet and Chicago Railroad bonds will be paid by M. K. Jesup, & Co.

The interest on the bonds of the Central Milita-

ry Tract, Chicago and Aurora, and Chicago Burlington and Quincy Railroad Companies, maturing January 1, 1861, will be paid by the Bank of Commerce in New York.

The coupons of the Jackson County, Ohio, bonds, due on the 1st of January, will be paid after that date at the Ocean Bank in this city.

Interest coupons of the Third Mortgage Bonds and bonds of 1872 of the Harlem Railroad will be paid on and after Jan. 2, 1861, at the Treasurer's office, corner Twenty-sixth street and Fourth avenue.

The interest due on the bonds of the Cleveland and Toledo Road, due 1st January, will be paid at the Corn Exchange Bank.

The Metropolitan Bank has declared a dividend of 4 per cent. payable January 7. The Bank of America  $3\frac{1}{2}$  per cent. payable Jan. 2. The Grocers Bank  $3\frac{1}{2}$  per cent. payable Jan. 2. The Peoples Bank 3 per cent. payable Jan. 2. The Bank of North America  $3\frac{1}{2}$  per cent. payable Jan. 7. The Mechanics Bank 4 per cent. payable Jan. 2. The Tradesman Bank 4 per cent. payable Jan. 8. The Merchants Bank  $3\frac{1}{2}$  per cent. payable Jan. 2. The Merchants Exchange Bank  $3\frac{1}{2}$  per cent. payable Jan. 2. The Bank of New York 3 per cent. payable Jan. 2. The Seventh Ward Bank 5 per cent. payable Jan. 2. The Chemical Bank a quarterly dividend of 6 per cent. payable Jan. 2. The Broadway Bank 5 per cent. payable Jan. 2. The Manufacturers and Mechanics Bank  $3\frac{1}{2}$  per cent. payable Jan. 2. The Atlantic Bank of Brooklyn 5 per cent. payable Jan. 2. The Bank of Brooklyn a semi-annual dividend of 5 per cent. payable Jan. 2.

The Long Island Insurance Co., has declared a dividend of 10 per cent. payable Jan. 2. The American Fire Insurance Co., an interest dividend of  $3\frac{1}{2}$  per cent. payable Jan. 2. The Commonwealth Insurance Co., 6 per cent. payable Jan. 2. The Goodhue Fire Insurance Co., 6 per cent. payable Jan. 2. The Neptune Fire Insurance Co.,  $3\frac{1}{2}$  per cent. payable Jan. 2. The Mercantile Mutual Insurance Co.,  $3\frac{1}{2}$  per cent. payable Jan. 2. The Great Western Marine Insurance Co.  $3\frac{1}{2}$  per cent. payable Jan. 2. The Mercantile Fire Insurance Company 6 per cent. payable on the 2d January.

**Covington and Cincinnati Bridge Company.**

A called meeting of this company was recently held in Cincinnati, at which the President, John W. Fennell, Esq., presented the following statement which was read and accepted:

Construction .....	\$253,769 92
Due on stock .....	98,081 92
Real estate .....	19,685 73
Thirteen city bonds .....	13,000 00
Due from city of Covington .....	28,762 43
	\$413,300 00
Receipts from all sources .....	\$294,952 74
Disbursements .....	321,020 69
	\$26,067 95
Resources of the company .....	\$163,071 93
Indebtedness do. ....	36,280 76
Balance .....	\$126,791 17

—mostly payable in material and service if the work progresses. A committee was appointed to consult with the directors as to the best practical plan for securing the benefits of the bridge enter-

prise, and to report at an adjourned meeting to be held on the 27th inst.

**The Southern Railroad.**

We learn from Robert C. Green, Engineer of the Southern Railroad Company, that all the iron is laid on the track between Vicksburg and Meridian, the termini of the road, except about two miles between the Chunkey and Tallahatta bridges, and that portion would have been also laid at least by the 20th of December, but for the recent heavy freshet which considerably damaged the bridge work in progress, on the eastern end of the road. Notwithstanding this unavoidable detention in track laying, Mr. Green hopes he will have the road ready to take the members of the Convention all the way from Meridian to Jackson, by the 7th of January, when that body meets. It may now be confidently asserted that in a few short weeks, the Southern Railroad, in all its length of about 140 miles, to its junction with the Mobile and Ohio Railroad, at Meridian, running due east through the counties of Warren, Hinds, Rankin, Scott, Newton, and Lauderdale, all in the State of Mississippi, will be a COMPLETED ROAD, with an ample equipment of engines and cars, required for the business of the finished road. The credit of building this highly important road is strictly due to its able and indefatigable President, our distinguished fellow-citizen Wm. C. Smedes. No man in the State, undertaking a public work of such magnitude under such disadvantages, has rendered such an amount of valuable and lasting service to the State as he has in the development of its resources, the increase of its population, wealth and social advantages, and for which he is entitled to the eternal gratitude of Mississippi.

There are fifteen cities and villages on the line of the road, viz; Vicksburg, Bovina, Edwards, Bolton, Clinton, Jackson, Brandon, Pelahatchie, Morton, Forest, Lake, Newton, Hickory, Chunkey and Meridian. The eight last named are just springing into life. The oldest of these new stations, Morton, has rapidly grown into the full proportions of a highly respectable village, driving a heavy and brisk mercantile business, shipping its thousands of bales of cotton. By its manifestations of thrift and improvement, with an enterprising population it bids fair to at least retain, if it does not advance beyond its present importance.

Forest, the next station, ten miles east of Morton, has grown with astonishing rapidity. Twelve months ago it had not a single house, now it presents a commanding appearance, and is a place of considerable business, and will ship six or seven thousand bales of cotton next crop, with the prospect at no distant day of being the county seat of Scott county, in the place of Hillsboro'. The other depots farther east, are bran new places. All of them would be good points for business, some of them destined to improve rapidly and become important interior towns, containing at no distant day from 500 to 5,000 inhabitants. Meridian, the eastern terminus of the road, and the future county seat of Lauderdale county, will at once become the most important of all the stations on the road, and will no doubt far outstrip them in rapid settlement, vigorous growth, and permanent prosperity.

We are gratified to learn that the company will be prepared to pay its semi-annual interest debt due on the first of January, notwithstanding the great financial calamity that is now oppressing the whole country. We predict for this road an extraordinary amount of prosperity. How can it be otherwise? In less than a year Alabama will join rails with it at Meridian. The remaining disjointed links necessary to make a continuous railway from Vicksburg to Savannah and Charleston, are being cared for and worked upon with a determined purpose to close those gaps in the shortest possible time, so as to bind together the cotton States on the thirty-second degree of latitude and connect the Southern Atlantic sea coast and cities, with the Mississippi river and the fertile lands lying West of it, and with Texas and California. The peculiar organization of the Southern railroad company gives it very great advantages over any

other road that we know of—its directors are its proprietors; the largest interest they have, is their railroad interest; they are not like ordinary boards of railroad directors, having but a trifling amount stock add being willing to act as the agents of the stockholders merely for the honor of the station, and the privilege of riding free. The gentlemen who are the managers of this road have invested largely of their private means; not one them owns less than one hundred thousand dollars of the stock, some a quarter of a million, and some upwards of a half million. It necessarily follows, that they all feel the deepest interest in the judicious management and well doing of the road, bestowing on it their watchful attention and deep solicitude, and the natural consequence is, that the protection and advancement of every interest of the company will be carefully looked after by the several large proprietors, thereby ensuring the maintenance of the road and machinery in the best and most effective condition; a strict accountability and judicious economy in every department, and the adoption of such a line of policy as to operate the road to the greatest advantage of both the owners and the public.

There will be a very great increase of travel North and East over the Southern railroad as soon as the Mobile and Ohio Railroad reaches Corinth, on the Memphis and Charleston road. Passengers leaving Vicksburg or any point East of it on the line of the Southern Railroad, will take the cars of the Memphis and Charleston road for the Eastern cities, also for Nashville, Louisville, &c. The Mobile and Ohio road expects to reach Corinth some time in January next. The company here will sell through tickets and check baggage through to all points by that route.—*Vicksburg Whig, Dec. 18th.*

#### Oswego and Syracuse Railroad.

The earnings from operations of this road for the fiscal years ending September 30, 1859 and 1860, were as follows:

	1859.	1860.
Passengers.....	\$63,112 87	\$59,581 16
Freight.....	40,609 49	56,639 21
Mails.....	3,041 40	3,041 95
Miscellaneous.....	2,388 84	404 12
Total.....	\$109,152 60	\$119,666 44

The expenses of 1859 and 1860 compare as follows:

	1859.	1860.
Maintaining road.....	\$11,892 56	\$14,664 75
Repairs and machinery.....	10,705 64	11,138 48
Operating road.....	25,734 99	29,114 69
Total.....	\$48,323 19	\$54,917 82
Increase in receipts in 1860.....		\$10,513 84
Increase in expenses.....		6,594 63

	1859.	1860.
Capital stock.....	\$396,340	\$396,340
Funded debt.....	213,500	213,500
Floating debt.....	10,875	4,875
Total.....	\$620,715	\$614,715

	1860.
Cost of road and equipment to September 30, 1860.....	\$791,001 72
Do. to 1859.....	775,677 37
Increase.....	\$15,324 35

#### Newport and Fall River Railroad.

At a meeting of this company recently held in Newport, the charter of incorporation was accepted and adopted with its amendments. The following are the names of officers chosen: Directors—David Buffum, Benjamin Finch, Joseph I. Bailey, William C. Cozzens, Oliver Chace, and at a subsequent meeting of the Directors, Benjamin Finch was elected President, and David G. Cook, Sec'y and Treasurer.

Gen. ROBERT SAUNDERS of Willhamburg, Va., has been elected President of the Richmond and York River Railroad Company, vice Alex. Dudley, Esq., who declined a re-election.

Mr. L. R. SARGENT, formerly of St. Louis, and well known as a Railroad Superintendent and Engineer, died at Bristol, Pennsylvania, on the 3d inst.

#### Brooklyn City Railroad.

The annexed statement is compiled from the annual report of this company for the year ending, Sept. 30, 1860:

Capital stock.....	\$1,000,000 00
Debt, total.....	130,000 00
Cost of road and equipment, by last report.....	1,064,107 86
Cost of road and equipment by present report.....	1,265,225 96
Length of road built, 4½ miles.	
Number of four-wheel city cars seating 20 persons, 141.	
Number of omnibus cars, 17.	
Number of passengers carried, 10,477,984.	
Exp's of maintaining road.....	\$8,535 72
Exp's of operating road.....	401,246 61—\$405,959 33
Earnings from passeng's.....	\$511,470 19
Other sources.....	9,284 99—520,855 18
Payments—	
Operating expenses.....	\$409,959 33
Dividends 8 per cent.....	80,000 00
To surplus fund.....	31,552 98—521,655 16
Total am't of surplus f'd, Aug. 1, 1861.....	119,756 08

#### Philadelphia and Baltimore Central R. R.

This road was opened to Oxford on the 22d inst. Oxford is a thriving village of Delaware county, Pa., situated near the head waters of the Elk river, and about five miles from the Maryland line. A little over one-half of the road is now completed, and the friends of the enterprise are in strong hopes of finishing the work to Baltimore within the next two years.

#### The Steamship John P. King.

This vessel which was destroyed by fire at our wharves a short time since, was nearly ready to make her first trip from New York to Charleston. The *Courier* published in the latter city says:

The South Carolina Railroad and Georgia Railroad Companies owned stock in this ship to the amount of \$45,000, and about 72,000 were owned in this city, and the remainder by Spofford, Tileston & Co. of New York. The ship was estimated at \$220,000 in cost, and there are policies sufficient to replace nearly that amount.

The committee of the Charleston Stockholders in the New York and Charleston Steamship Line have returned from New York, and report that the line will be continued, and that no obstructions are expected on account of any action of the State of South Carolina. Assurances have been given that all necessary conditions will be met.

#### Pensacola and Georgia Railroad.

The bridge over the Suwannee river, the only gap on this road, was finished on Friday, the 7th instant, and the train from Tallahassee passed over it that evening, thus connecting the cities of Jacksonville, on the St. Johns, and St. Marks, on the Gulf, with a continuous railway communication. The completion of this link is of considerable consequence to our city. At nearly all the stations west of Columbus on the Suwannee, large quantities of cotton were awaiting shipment, most of which would find its way to the east over this new channel, and will find shipment at Jacksonville or Fernandina, to New York, Charleston, or Savannah. The entire distance from Tallahassee to Jacksonville is 166 miles, and from St. Marks to Jacksonville 186 miles, and the time between St. Marks and Savannah will be reduced to 21 hours by the new schedule, which will go into effect in a few days.—*Savannah Republican.*

#### Revenues of the Island of Cuba.

According to the official report recently published, the public revenues collected by the Treasury department during the month of October last, amounted to \$1,417,333 12—being for *Rentes Maratimas* \$779,920 98, and for *Rentes Terrestres* \$637,412 14. During October, 1859, they were \$825,990 97 and \$635,890 88 respectively. The decrease in the former is \$46,069 98, with an increase in the latter of \$1,521 25—the total decrease being \$44,548 73.

#### Growth of Connecticut.

The following table gives a summary of the new census as complete as practicable, and will interest the public:

Counties.	1840.	1850.	GAIN.	1860.	GAIN.
Hartford.....	55,629	69,957	14,328	90,065	20,108
N. Haven.....	48,619	65,588	16,969	97,462	31,874
N. London.....	44,468	51,812	7,349	61,832	10,020
Fairfield.....	49,917	59,775	9,858	77,685	17,917
Windham.....	28,080	31,081	3,001	34,618	3,536
Litchfield.....	49,448	45,253	4,805	47,866	2,613
Middlesex.....	24,879	27,216	2,337	31,086	3,870
Tolland.....	17,980	20,091	2,111	21,224	1,133
Total.....	310,015	370,782	60,768	461,838	91,065

The gain for the last ten years is greater than for fifty years, from 1790 to 1840.

#### Steam Fire Engines.

We copy the following report of a committee of citizens, made to, and adopted by the City Council of Columbus, Ohio, in relation to a Steam Fire Engine, built for that city by Messrs. Silsby, Mynderse & Co., of Seneca Falls, New York, of which C. W. Copeland, Esq., Civil Engineer, No. 122 Broadway, N. Y., is agent. The committee, after a careful examination of the engine, and trials of its working, unanimously submitted the following report:

The rotary principle as here applied together with the improvement in the construction and capacity of the pump, have in the opinion of the committee, fully obviated the many long existing objections to rotary engines and pumps for this service; and the committee feel that it is due the makers of this engine to say that the material used in her construction, and the workmanship meet their unqualified approbation; the machine being a masterpiece of mechanism. The power and capacity are beyond doubt, adequate to any emergency, as the number and variety of the severest trials and tests to which the engine has been subjected, have fully demonstrated.

With great simplicity and durability, it combines power to an almost incredible degree, and yet working without friction, labor or movement of carriage, is under instant and perfect control, giving spectators and operatives the fullest confidence in their security; sensitive to one of the sudden mishaps incident to the service for which the engine was constructed and is so well adapted. These are considerations deserving of special mention by the committee.

The activity, also, with which this engine can be handled, only two horses being required to move it with great rapidity to any part of the city, is to be taken into account; nor is it unreasonable to say that the usual number of men composing a hand engine company can, in good time and with great facility run it to a fire, should the horses at any time be found disabled.

The committee here express their obligations for the prompt and satisfactory responses of the manufacturers to a call of the city for a first-class steamer. The early delivery of one in charge of the senior of the firm, Mr. Silsby, whose experience and personal services during the two days trial and experiments with the engine, have been as valuable to the committee as their intercourse



with that gentleman has been agreeable. No trial, however severe, has been suggested that he has not promptly and cheerfully acquiesced in, and proposed others of importance as showing the power and adaptation of the steamer for service here where the river is likely to be for many years the dependence for water in case of fire. This engine has not only power to supply from the river, but has demonstrated a capacity for throwing from the river on to the church at Third and State streets.

The committee, with an unanimity not common, and an unusual degree of confidence, recommend the purchase of this steamer, and as the city is to be supplied with two, suggest to the Council the purchase of another of a corresponding construction, power, size and weight of the same makers.

The conditions of the agreement in the case requiring a certificate from the committee for publication, the following is annexed as part of the report:

The undersigned committee on the examination and trial of one of Messrs. Silsby, Mynderse & Co.'s Steam Fire Engines, certify that the conditions of the agreement by and between the City of Columbus, Ohio, and the said firm of Silsby, Mynderse & Co., of Seneca Falls, N. Y., for a first-class Steam Fire Engine, have, by the party of the second part, been fully complied with, and the engine now here in the service of the city is such a one as is provided for in said agreement.

JOHN MILLER,  
Chief Fire Department.

JOHN S. HALL, } Committee of  
CHAS. AMBOS, } Practical  
WM. A. GILL, } Engineers.  
J. W. OSGOOD, }

A statement of the various tests to which the engine was subjected accompanied the report.

The following resolution was then offered by Mr. Riley of the City Council and unanimously adopted:

WHEREAS, The Council, by resolution passed on Monday evening, Nov. 19, 1860, instructed the Standing Committee of the Fire Department to purchase, immediately, two first-class steam engines, and one hand machine equipped; and,

WHEREAS, A committee of practical engineers, citizens of Columbus, have presented a unanimous report in favor of the steamer manufactured by Messrs. Silsby, Mynderse & Co., which machine has been on exhibition and trial several days, since which time, the expression favorable to increase of steam power in lieu of hand engines, is found to be quite general. Therefore be it

Resolved, That so much of the resolution instructing the purchase of a hand engine, &c., be, and is hereby rescinded, and a first-class steamer for hard service be substituted; provided such substitution, or change, does not involve an expenditure greater than the sum contemplated by said resolution for the purchase of a hand engine; and provided further, that a contract giving terms and conditions shall first be submitted and confirmed by the Council.

#### New York and Erie Railroad.

The report of the Receiver of the Erie Railroad for the year ending Sept. 30 last has been made public. The total earnings for the year have been \$5,180,321, expenses of all kinds, \$3,352,915, net earnings \$1,827,406, of which the interest on the mortgage debt, and rents of connecting roads consumed \$1,508,539, leaving \$310,818 78 to apply to the interest on the unsecured bonds amounting to \$6,660,500. This is equal to about 4 3/4 per cent. The gross increase in the traffic of the road over the previous year was \$698,172 38, of which \$688,473 97 was in freight. The increase of net earnings was \$388,425 55. The increased expenses are \$308,348 of which \$92,026 is for freight cars, \$71,155 is for fuel, \$21,128, for track repairs, &c.

The following is a statement in detail of the operations of the road for the year:

Earnings	1860.	1859.
From freight.....	\$3,884,343 54	\$3,195,869 57
From passengers....	1,180,957 55	1,154,083 58
From mails.....	98,144 91	97,861 62
From other sources	16,875 70	31,344 60

Total earnings....	\$5,180,321 20	\$4,482,149 32
Exp's. incl'g. taxes	3,352,915 30	3,043,168 67

Net earnings.....	\$1,827,406 90	\$1,438,980 35
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Office and Station Expenses.	1860.	1859.
Office expenses and stationery.....	\$44,158	\$39,881
Agents and clerks.....	199,046	142,583
Labor, loading, unloading....	186,802	129,798

#### Cost of Running.

Porters, Watchmen, Switchmen.....	41,998	45,633
Wood and water st'n attend'ce.	6,626	7,258
Fuel, first cost and labor....	423,446	362,291

Passenger conduct's., baggage and brakemen.....	67,182	67,786
Freight cond'rs and brakemen.	125,080	33,098
Pass. enginemen and firemen.	61,739	60,932
Fre't. enginemen and firemen.	133,619	103,594

Oil and waste for Pass'r engine and tender.....	15,117	16,684
Oil and waste for freight engine and tender.....	35,397	29,175
Oil and waste for Pass'r and baggage cars.....	3,168	2,695
Oil and waste for freight cars.	21,238	19,442

#### General Expenses.

Loss and damage of goods and baggage.....	16,058	7,990
Damages for injuries to persons	1,242	3,707
Damage to property.....	298	12,818
General Superintendence....	47,296	52,343
Contingencies.....	47,234	61,395

#### Repairs of Engine and cars.

Engines and tenders passenger	82,471	84,659
Engines and tenders freight..	172,668	158,562
Passenger and baggage cars..	97,917	101,922
Freight cars.....	313,262	221,235
Tools and machinery in shops	27,334	20,465
Incidental expen's about shops	24,461	22,817

#### Repairs of track and Roadway.

Road bed.....	66,821	126,029
Track.....	765,826	735,696
Fences, gates, &c.....	23,184	20,208

#### Repairs of Structures.

Truss bridges.....	46,672	46,022
Pass., wood and water stations	30,581	33,151
Engine and car houses mach'y and workshops.....	4,344	13,218

#### Incidental.

Sup'dence and office expenses	2,554	2,543
Contingencies.....	7,930	2,996

#### Miscellaneous.

Ferry.....	102,531	99,073
Expenses of opening telegraph	30,689	36,148

Total.....	\$3,276,995	\$2,973,616
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#### MEMORANDUM.

Gross earnings for year ending Sept. 30, 1860.....	\$5,180,321 70
Transportation expen's 63.24 per cent.....	\$3,276,995 48

Taxes.....	75,920 32
Fuel destroyed by fire.....	1,560 70
Disct' on currency &c.....	3,747 82
Lake Erie propellers..	2,739 97—3,360,963 79

Net earnings for the year 1860... \$1,819,357 91	
Int't on mortg'e debt (\$19,691,500.) same time.....	1,370,139 13

Leaving.....	\$449,218 78
From this deduct for	
Rent of Union Railroad..	\$83,400 00
Rent of Chemung R. R..	80,000 00
Rent of Elmira, Jefferson and Canandaigua R. R.	25,000 00—138,400 00

Leaves applicable to int. on \$6,660,500 of convt. and sink'g f'd bonds	\$310,818 78
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RECEIVER'S CASH ACCOUNT, from Aug. 16, 1859 (date of Receivership), to Sept. 30, 1860 thirteen and a half months.

Receipts from all sources.....	\$7,286,733 12
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#### DISBURSEMENTS.

Paid labor performed and supplies furn'd, previous to Aug. 16, 1859.	585,444 52
Paid ticket balances.....	11,496 36
Paid rent of railroads.....	44,549 35
Paid old acceptances—Post office certificates pledged.....	44,000 00
Paid on judgment rendered before appointment of Receiver.....	96,020 41
Paid on tax. of State of Penn., year '58	10,000 00

Total.....	\$741,510 14
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Paid labor and supplies, incurred since August 16, 1859.....	\$3,488,529 72
Paid taxes incur'd since Aug. 16, '59	65,920 82
Paid R. R. iron used in repairs of road Aug. 16, 159—10,077 tons.....	354,856 08
Paid ticket balances, Aug. 16, 1859.	82,385 06
Paid charges on fre't, Aug. 16, 1859.	1,027,814 66
Paid construc'n work, Aug. 16, 1859	241,058 62
Paid rent of railroads, Aug. 16, 1859	142,217 31
Paid Long Dock Company for int'at.	97,835 89
Paid expenses of foreclosing mortg's.	52,119 90
Paid int. on 1st & 2d mortg'e bonds*	696,920 00

Total.....	\$6,249,152 45
Grand total.....	6,990,662 59
Balance of cash on hand....	296,070 63

\*One year's interest on the 3d mortgage bond, amounting to \$420,000, was paid in October, 1860.

#### MATERIALS AND FUEL ON HAND.

Fuel.....	\$215,789 26
Piermont shop.....	73,577 17
Snsquehanna shop.....	84,915 02
Elmira shop.....	16,509 44
Dunkirk shop.....	29,854 41
Bridge shop.....	8,656 47
Materials on Line.....	182,376 49
Oil and waste.....	2,165 52

Car Inspection department, Eastern Division.....	21,135 44
Car Inspection Department, Western Division.....	11,860 73
Printing Office.....	9,021 70

Total.....	\$655,681 65
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The following is a statement of the monthly earnings and expenses for 1859 and 1860:

Grand total.....	6,990,662 53
Balance of cash on hand....	296,070 56
*One year's interest on the 3d mortgage bond amounting to \$420,000, was paid in October 1860.	

Total..	\$5,180,321	3,352,916	4,482,149	3,043,169
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#### Ninth Avenue Railroad.

The condition of this company at the close of the fiscal year, Sept. 30, 1860, was as follows:

Capital stock.....	\$800,000 00
Amount stock subscribed.....	799,200 00
Amount stock paid in.....	795,360 00
Cost of road and equipment.....	397,832 56
Length of road built, in miles	4 1/2
Number of cars.....	42
No. of pass'gers carried..	1,984,341
Expenses of maintaining the road...	2,061 74
Expenses of repairs of machinery...	2,367 27
Expenses of operating the road....	31,834 37
Earnings from passengers.....	99,217 07
Payments for transportation.....	70,958 72

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Cars.				Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Borrowed and Mortgage Debt.	Floating Debt.	Gross.	Net.							
																				No.	No.		
M.	M.	M.	M.	No.	No.	No.																	
ALABAMA.																							
30 Jun. '90	65.0				50.6			Alabama and Florida	1,451,336	*		877,953	503,500	106,255	1,515,704	54.0		101,102	37,866				
23 Feb. '90	30.3				58.1	2	19	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852				
31 May '90	109.6				57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232				
30 Jun. '89	57.0				171.3			Mobile and Girard	1,500,000							57.0		236,791	21,006				
1 Apr. '90					67.2			Mobile and Great Northern	84,230			36,646	79,664		116,310								
31 Dec. '89	349.9	13.5			168.5	25	18	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	4,717,497	868,467	12,447,373	329.0	585,543	1,120,588	651,610				
29 Feb. '90	88.5	23.4			209.5	23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,679	2,582,505	118.9		505,156	280,269	6			
6 Dec. '89								North East and South West	600,000			650,000			1,030,957								
ARKANSAS.																							
30 Nov. '88	38.5				301.4			Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949								
30 Dec. '89	22.5				107.5			Memphis and Little Rock															
CALIFORNIA.																							
30 Dec. '89	22.5							Sacramento Valley	1,571,517	*		785,950	729,000		1,585,866	22.5		270,293	143,787				
CONNECTICUT.																							
1 Aug. '89	23.9				1.9	3	4	Danbury and Norwalk	335,342	50,873		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6			
30 Sep. '89	122.4				10.8	75.1	16	250	Hartford, Provid. and Fishkill	3,903,456	302,511	1,936,739	1,810,500	319,444	4,323,922	122.4		533,500	152,777				
31 Aug. '89	61.4	10.6	64.5		18	21	302	Hartford and New Haven	3,170,747	254,000	102,889	2,360,000	964,000	16,463	3,982,432	72.4		844,772	502,579	10	180		
30 Jun. '89	74.0				11	11	240	Housatonic	2,439,775			2,000,000	232,000	96,730	2,564,623	120.0		239,860	65,227				
31 Dec. '89	57.0				2.3	7	11	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0		241,330	127,505	3			
31 Dec. '89	61.0				3.0			N. Haven, N. London and Ston.	1,851,879			960,748	866,000	200,000		61.0		107,837	20,627				
31 Dec. '89	46.0	0.0	7.0		7.0			New Haven and Northampton	1,400,000			922,500	700,000		59.7		90,362	90,362	5				
31 Oct. '89	66.0				7	5	106	New London Northern	1,566,695	*		510,900	1,052,500	3,872	1,575,147	66.0		119,146					
31 Mar. '89	61.3	1.0	63.8		29	72	398	New York and New Haven	4,663,222	661,546		2,980,839	2,219,000		5,582,431	117.4	482,024	828,692	283,333	3			
30 Nov. '89	66.0				8.6	14	17	Norwich and Worcester	2,468,983	149,711		2,122,600	714,998	14,079	2,851,577	66.0		351,699	139,365	40			
DELAWARE.																							
31 Oct. '89	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672				
31 Oct. '89	16.2							Newcastle and Frenchtown	723,551			744,520		4,641	749,171	5.0		21,195		6			
FLORIDA.																							
30 Apr. '90	154.2				3.0	13.0	3	1	Florida	532,791	30,586		191,485	196,000	75,894	619,112	32.0		7,857	3,535			
30 Jun. '89	31.3				2.0	28.6	2	1	Fla. Atlantic and Gulf Central	396,310	28,608		205,781	204,600	164,670	594,836	19.3		10,255	1,504			
30 Sep. '89	26.5	3.9			227.0			Pensacola and Georgia								26.5							
GEORGIA.																							
30 Jun. '89	88.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	128,000		1,597,385	88.7		418,036	265,827	8	125		
30 Dec. '89	30.0				133.5			Atlanta and Gulf—M. Trunk								30.0							
30 Apr. '89	43.5				23.7			Augusta and Savannah	1,032,200	*		733,700	298,500		1,032,200	53.0		125,427	69,679				
30 Nov. '89	191.0				54	28	636	Brunswick and Florida	755,000			151,887				31.0							
30 Nov. '89	171.0	61.0						Central of Georgia	3,750,000	*	826,171	3,750,000	106,267		5,977,103	229.0	790,030	1,633,947	839,604	10			
30 Nov. '89	102.5				18	16	171	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000		7,368,665	232.0		1,164,621	544,363	8	100		
31 July '89	60.0				7	2	107	Macon and Western	1,500,000	*		1,438,800	23,000	7,101	1,937,776	102.5	213,180	375,250	209,785	11	108		
1 May '89	68.1				3	4	33	Muscogee	774,244	102,534		669,950	249,000		1,026,868	71.6							
31 July '89	100.1	100.8	16.2		18	22	201	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6							
30 Sep. '89	138.0				52	24	705	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853	13			
30 Sep. '89	138.0				62	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.			138.0			832,343	454,541				
ILLINOIS.																							
30 Apr. '90	138.0				62	31	990	Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0							
31 Dec. '89	45.0				6	14	101	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,168,000	179,060	8,701,822	210.0		1,233,708	453,141				
1 Apr. '89	194.0							Chicago and Milwaukee	1,799,594	67,889	120,000	1,835,000	762,885	188,085	2,065,065	45.0	14 mo.	243,282	135,284				
30 Jun. '89	181.8				58	57	990	Chicago and Northwestern	9,344,863	*		2,000,000	7,344,863	75,829	9,344,863	194.0	10 mo.	384,656	139,822				
10 Nov. '89	32.2							Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000		7,473,049	228.4		1,093,934	309,567	34	474		
31 Dec. '89	121.0	138.5	73.6		60	63	1,369	Fox River Valley	680,000			680,000			680,000	84.0							
31 Dec. '89	454.8	252.5			113	96	2,305	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	325.5	608,231	1,547,561	620,328	4	04		
31 Dec. '89	175.0							Great Western	5,022,928			1,600,000	3,088,426	334,500	5,022,928	175.0							
31 Dec. '89	454.8	252.5			113	96	2,305	Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,678	556,624				
31 Dec. '89	148.0				81.5			Illinois River	4,870,586	*		1,780,295	3,292,403		148.0								
31 Dec. '89	46.6							Peoria and Bureau Valley					600,000		oper by Chic.			& R. Is.	125,000				
31 Dec. '89	186.0				129.0			Peoria and Hannibal							oper by Chic.			& R. Is.					
31 Dec. '89	100.0							Peoria and Hannibal	5,400,000	*		1,669,889	2,200,000		196.0								
31 Dec. '89	1.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0		oper by Chic.	Bur. & Quincy.				
31 Dec. '89	163.5	39.8	12.2		31	30	424	Rock Island Bridge	7,608,958	628,487		3,026,903	6,035,615	741,040	8,865,282	208.3			823,767				
INDIANA.																							
30 Apr. '90	108.0							Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125		108.0								
31 Aug. '89	29.0				73.0			Cincinnati, Peru and Chicago							29.0								
31 Jan. '89	86.1							Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0		249,867	119,432				
31 Mar. '89	80.0				19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,169,000	47,850	2,111,059	109.0		368,189	182,094	6	58		
31 Dec. '89	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,990	1,362,284	140,689	3,458,108	110.0		448,558	230,834	9	42		
31 Mar. '89	84.0							Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,257	84.0		236,397	80,109				
31 Aug. '89	78.0							Jeffersonville	1,389,576			1,014,252	681,000	99,400	108.0		222,737	74,323					
31 Dec. '89	64.0							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0							
31 Dec. '89	86.0	49.0						Madison and Indianapolis	2,984,516	*		1,647,700	1,336,516		135.0		206,114	82,632					
31 Dec. '89	288.0							Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827					



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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Gross.	Net.	Dividends.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage run by locomotives with trains.			Gross.	Net.				
M.	M.	M.	M.	No	No	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.		
MAINE.																							
30 Nov. '59	35.5				4	4	21	Androscogin	757,381	*		151,833	444,638	160,910	757,381	36.5			40,155	24,076			
31 May, '59	55.0				4	10	123	Androscogin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,768				
30 Jun. '59	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,066,376	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	0			
30 Jun. '59	12.5				4	3	45	Bangor, Oldtown and Milford.	244,726	*		135,000		40,576	244,726	12.5		30,830	Loss.				
31 Aug. '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,900,998	72.5		164,516	81,696				
31 Dec. '59				14.0				Penobscot	328,412	*		180,497	300,000	75,000									
31 May, '59	54.7				4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324				
31 May, '59	61.3				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,206	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6			
31 May, '59	37.0							Somerset and Kennebec	783,768	*		169,200	556,600			37.0		55,408	28,404				
31 May, '59	18.5			33.5				York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5							
MARYLAND.																							
30 Sep. '59	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,838	292,426	30,278,377	286.8	3,648,514	3,618,618	1,933,621	6		51	
30 Sep. '59	30.0				7	33	187	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	442,219	268,540	6		100	
31 Dec. '59	138.0	4.0	14.5		41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0		929,527	340,516				
MASSACHUSETTS.																							
30 Nov. '59	21.2		2.0		6	4	80	Berkshire	509,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000				
30 Nov. '59	26.8	1.8	43.6		21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000		2,671,837	28.6	352,512	531,477	208,798	7		100	
31 May, '59	74.3	8.8	51.3		32	54	606	Boston and Lowell	3,846,709	417,233	465,758	4,076,974		134,950	4,926,166	118.3	553,484	915,625	450,696	8		100	
30 Nov. '59	47.0	7.0	22.3		22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,063,138	54.0	316,522	654,673	337,648	7		100	
30 Nov. '59	44.6	24.0	69.2		30	56	390	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.9	511,046	1,067,071	511,525	6		100	
30 Nov. '59	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,690	195,000	39,499	1,092,288	47.2	79,456	118,726	49,874	6		12	
30 Nov. '59	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	292,000		1,928,294	75.4	177,164	271,582	138,225	4		7	
31 May, '60	44.1	30.5	24.4		56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,650		5,028,581	120.7		699,162	343,915				
30 Nov. '59	19.9	1.3	3.6					Essex	742,592	4,410		299,107	280,261	197,428	776,704	ope	rat. by	Eastern	11,633				
30 Nov. '59	50.9	16.8	70.9		29	28	655	Fitchburg	3,190,351	350,149		3,540,000	100,000		3,869,729	67.7	341,808	659,485	267,450	6		9	
30 Nov. '59	14.0	2.4			3	3	3	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,584	26.4	37,245	48,768	12,796	6		9	
30 Nov. '59	24.9							Hampshire and Hampden	577,582			298,951	308,014	67,065	653,030	ope	r. by N. H. & N.H.	28,791					
30 Nov. '59	12.4		2.0		2	8	27	Lowell and Lawrence	332,383	30,275		290,000	100,000		383,158	ope	r. by B. & L'll	12,550					
30 Nov. '59	14.6		17.1		12	12	324	Nashua and Lowell	558,929	95,683		600,000			698,563	80.0	138,374	229,205	68,510	6		11	
30 Nov. '59	20.2	1.6	1.0		7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	55,867	145,261	25,264	6		11	
30 Nov. '59	26.9		2.3		5	9	44	Newburyport	585,272	63,996		220,240	221,600	211,698	653,535	86.0	75,866	51,338	14,087				
30 Nov. '59	8.6			23.4				N. York and Boston Air Line	673,302			232,176	675,000	2,853	901,029	8.4	20,888	22,331					
30 Nov. '59	79.5	7.5	25.6		27	46	358	Old Colony and Fall River	3,023,445	334,508		3,015,100	134,500	60,900	3,930,269	87.3	410,691	646,755	306,413	6		10	
30 Nov. '59	18.6		0.7		1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6		10	
30 Nov. '59	43.4	1.0	14.9		12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,510,200	44.4	216,327	341,836	136,386	6		10	
30 Nov. '59	16.9		1.7		3	3	1	Salem and Lowell	360,937	82,543		243,805	228,900	316	470,521	ope	r. by B. & L'll	17,500					
30 Nov. '59	11.5		0.4		2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,754	15,463				
30 Nov. '59	21.9		1.0					Stockbridge and Pittsfield	448,700			448,700			451,900	ope	r. by Housat.	31,490					
30 Nov. '59	11.1	0.6	1.3		7	18	144	Taunton Branch				335,206	219,000		9,854	614,066	ope	r. by T. & N.	5,333				
30 Nov. '59	6.1			36.5				Troy and Greenfield	478,045			2,214,225	1,003,880		3,516,866	77.0	107,473	246,798	106,317				
30 Nov. '59	69.0	8.0	5.5		11	8	192	Vermont and Massachusetts	3,609,622	207,343		5,150,000	6,125,620	208,726	13,457,921	192.0	1,020,064	1,767,068	830,148	8		1	
30 Nov. '59	166.1	17.3	106.8		72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,984,566	1,066,713		1,141,000	194,500	862	14,068,409	45.7	179,490	216,444	94,244	8		4	
30 Nov. '59	46.7		9.3		10	8	149	Worcester and Nashua	1,187,935	140,962													
MICHIGAN.																							
1 Jun. '59	17.3			2.7	2	1	100	Bay de Noquet and Marquette.															
30 Sep. '59	57.0							Chic. Detroit & Can. G.T. Junc.	built and equip	ed by G. R. Trk. R. Co. of Canada													
30 Sep. '60	183.0							Detroit and Milwaukee	8,270,623	647,596		2,950,000	4,250,000		9,008,369	183.0		365,038	144,270				
MINNESOTA.																							
31 May, '59	284.0			183.0	98	123	1,528	Michigan Central	12,847,238		1,149,069	6,067,840	8,284,063	119,089	14,548,411	329.0		2,417,915	886,697				
1 Mar. '59	246.0	293.0		89.8	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0		2,019,426	777,273				
MISSISSIPPI.																							
30 Apr. '60	236.0				25	22	339	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,999	236.0		584,342	328,092				
1 Oct. '59	71.4			27.8	7	4	41	Mississippi and Tennessee	1,254,894	159,013		798,285	458,949	275,080	1,974,444	59.7		176,462	116,433				
31 Dec. '58	83.2			60.4				Southern Mississippi	2,750,000	*		1,000,000	1,400,000			83.2		250,047	121,659				
MISSOURI.																							
30 Nov. '58	12.0			65.8	1			Cairo and Fulton	281,645	9,200		50,493	327,000	50,892	128,386	12.0							
30 Aug. '59	206.8							Hannibal and St. Joseph	10,147,007	814,301		1,770,612	8,768,000		10,961,308	206.8	14 mo's	497,269	235,321				
31 Oct. '58	168.8			68.0				North Missouri	5,398,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0		256,159					
28 Feb. '59	163.0	19.0		119.0	26	26	412	Platte County	8,621,659	614,782		3,330,657	3,203,000	754,837	12,288,494	182.0		676,310	301,503				
31 Oct. '58	19.0			234.0				South Western Branch	1,226,011			66,974	1,400,000										
31 Oct. '58	86.5							St. Louis and Iron Mountain	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5		152,371					
NEW HAMPSHIRE.																							
31 Mar. '59	23.1		3.2		14	10	232	Aashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000				
30 Nov. '59	93.5		5.6		18	11	289	Boston, Concord and Montreal	2,630,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	66,338				
30 Nov. '59	63.6		8.0		4	18	239	Chichester	2,759,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6		327,741	125,159				
30 Nov. '59	23.1		2.5		4	26	494	Concord	825,200	*		398,047	420,863	13,070	858,264	28.1		51,699	21,886				
31 Mar. '59	34.5		44.0		21	22	494	Concord and Portsmouth	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,668	128,996	8			
30 Sep. '59	46.8							Concord and Portsmouth	250,000			250,000			250,000	ope	r. by Con	cord.	15,000				
31 Mar. '59	14.6																						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
NEW YORK.																						
30 Sep. '59	32.9	3.3	3.3	140.0	5	12	53	Albany and Susquehanna	406,982			404,950			81,135	489,085	32.9	93,894	84,119	11,215		
30 Sep. '59	38.3							Albany and Vermont	1,567,502	136,038		439,005	1,675,099	50,000	2,892,984	ope r. by W. & E.	37.6	38,838	62,941	32,952		
30 Sep. '59	34.9	2.6		73.6	4	6	89	Albany and West Stockbridge	2,392,984			1,000,000	1,932,984		2,892,984	ope r.	14.8	20,647	26,858	13,429	5	
30 Sep. '59	14.8	1.6						Black River and Utica	1,156,148	81,406		250,000	700,000	8,168	1,612,906	ope r.	14.8	20,647	26,858	13,429	5	
30 Sep. '59	142.0	13.6	18.6	28	32	396		Blossburg and Corning	496,681		164,200	680,000	2,592,221	252,142	4,206,709	235.0	870,488	841,249	172,321			
30 Sep. '59	68.8	18.0		28	34	312		Buffalo, New York and Erie	3,150,722	812,736	449,000	1,984,850	1,049,000	161,263	3,145,218	87.8	370,488	845,327	419,378	10	120	
30 Sep. '59	24.6	38.1						Buffalo and State Line	2,467,258			687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4		
30 Sep. '59	17.4	2.1			10	8		Cayuga and Susquehanna	1,067,629	37,971		880,000	70,000		450,000	ope r. by N. Y. & E.			24,000	6		
30 Sep. '59	40.8	2.9						Chemung	400,000			500,000			500,000	ope r. by Re						
30 Sep. '59				63.2				Elmira, Jefferson & Canand.	500,000			852,741	14,000	28,716	395,457							
30 Sep. '59				15.0				Erie and New York City	329,225			75,689	165,000	62,500	329,225	ope r. by B.N. Y. & E.						
30 Sep. '59	17.3	0.6			4	3	50	Genesee Valley	145,000		27,000	175,000				ope r. by B.N. Y. & E.						
30 Sep. '59	144.0	100.5			52	107	542	Hudson and Boston (West'n)	10,205,906	1,182,372		3,768,466	8,842,000	414,644		150.0	700,224	1,842,638	770,098		40	
30 Sep. '59					73.8			Hudson River	74,203			75,771										
30 Sep. '59				182.0				L. Ontario, Auburn & N. York	3,497,538	178,820		2,716,186		115,856		101.5	248,128	334,195	147,084			
30 Sep. '59	84.0	2.5	10.1	8.5	18	87	129	L. Ontario and Hudson River	2,211,659	354,611	1,000	1,862,716	638,997	17,539	2,567,270	ope r. by W. & E.	656.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '59	297.8	258.1	813.8		211	237	3,171	Long Island	25,164,200	5,257,077	588,980	24,000,000	14,333,771	40,366,005	656.9	3,945,128	6,200,848	2,791,419	7	75		
30 Sep. '59	446.0	19.0	282.5		219	194	2,763	New York Central	31,148,015	4,172,192	1,311,386	11,000,000	23,226,506	2,074,705	38,401,300	ope r. by W. & E.	496.0	3,019,000	4,282,149	1,404,837	34	14
30 Sep. '59	130.8	2.1	30.9		33	93	576	New York and Erie	7,908,339	634,777		5,717,100	6,151,287	147,640		152.9	621,747	975,853	358,792			
30 Sep. '59	118.0	8.8	17.7		28	8	417	New York and Harlem	4,097,398	702,079		3,077,900	1,500,000		4,799,287	121.5	347,800	382,932	120,860			
30 Sep. '59	25.9	2.2			7	6	44	Northern (Ogdensburg)	676,215	100,462		396,340	213,500	10,875		35.9	69,759	100,152	60,829	8		
30 Sep. '59	75.4	2.0			6	4	33	Oswego and Syracuse	1,527,072	67,884		665,419	911,000	192,748		17,099	167,754	100,047	47,571			
30 Sep. '59	25.2	2.1			5	13	70	Pottsdan and Watertown	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769			
30 Sep. '59	18.4	1.3	32.6					Rensselaer and Saratoga	652,151	1,778		557,560	150,000	23,496		18.4	135,000	44,220	24,661	2		
30 Sep. '59	18.0	1.0						Rochester and Genesee Valley	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025				
30 Sep. '59	21.0	1.6			2	3	10	Sackett Harbor and Ellisburg	480,684			300,000	85,000		385,000	ope r. by N. Y. & E.			80,150	7		
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Schoenectady	820,518	74,904		500,000	395,000		895,000	54.5	107,508	154,099	7,498			
30 Sep. '59				13.2				Saratoga and Whitehall	114,015			50,603	41,200	22,686	114,489							
30 Sep. '59	11.0							State Island	396,856			284,850	85,000			ope r. by Lo			37,500	9		
30 Sep. '59	81.3	7.1			13	12	117	Syracuse and Binghamton	2,851,292			1,200,130	1,043,128	146,079	2,989,335	81.3	176,273	196,402	112,155			
30 Sep. '59	27.2	3.2		7.7	10	6	76	Troy and Boston	1,396,822	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	108,010			
30 Sep. '59	6.0	0.1						Troy and Greenbush	294,731			275,000			294,731	ope r. by Hud						
30 Sep. '59	2.1	2.1						Troy Union	732,114			30,000	680,000		732,114	ope r. by oth						
30 Sep. '59	96.8	11.0			7	11	238	Watertown and Rome	1,839,787	319,716		1,498,500	685,000	65,688	2,249,183	96.8	219,230	362,994	164,762	3		
NORTH CAROLINA.																						
31 May, '00	94.9	6.4						Atlantic and North Carolina	2,157,508			1,545,225	400,000	276,372	2,419,401	94.9			103,953	35,572		
31 May, '00	223.0							North Carolina	4,235,000			4,000,000				223.0						
31 May, '00	97.0							Raleigh and Gaston	1,240,241			973,300	126,200			97.0			206,917	108,541		
30 Sep. '59	161.0	17.1			22	20	144	Wilmington and Manchester	2,586,238		201,500	1,127,511	1,060,000	111,886	2,892,990	171.0			487,043	209,793		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,228		107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8		
15 Mar. '58				43.0				Western North Carolina	190,798		4,700	290,212		70,860	364,072							
OHIO.																						
31 Dec. '59	118.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294		118.2			286,368	81,608		
1 Aug. '59	137.0				41	39	508	Bellefontaine and Indiana	3,088,218		10,000	1,859,513	1,287,078	64,251	3,655,956	137.0			597,638	71,356		
31 Mar. '59	60.3				22	28	432	Central Ohio	6,579,508	922,670	106,133	1,628,356	8,673,000	1,126,458	6,810,432	60.3			489,437	249,966	7	70
31 Mar. '59	37.0				62.1			Cinc., Hamilton and Dayton	2,648,280	504,892	28,500	2,165,800	1,411,000		3,660,710	37.0						49
1 May, '59	131.8				31.0	16	10	Cinc. and Indianapolis Junc.	6,250,841			2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180			
31 Dec. '58	135.4	6.8			42	31	439	Cinc., Hamilton and Dayton	4,067,571	684,956	67,422	4,746,100	38,000	8,242		135.4	1,113,639	575,159	75,950	7	90	
31 Dec. '59	67.0				18.0	10	6	Cleveland and Mahoning	1,920,953			580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282		89	
31 Dec. '59	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,508	3,000,000	1,667,000	35,500	4,812,201	95.4	402,935	1,111,353	646,087	16	115	
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburgh	9,320,288			3,942,368	4,918,326	663,821	9,661,102	203.5	646,413	772,093	332,093	4	84	
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	109.2			798,156	414,556	6	28
31 Dec. '58	61.4				53.0	6	99	Clev., Zanesville and Cincin.	1,714,693			369,673	675,250	632,486		61.4	75,120	68,128	19,763			
31 Dec. '58	72.0				31.0	6	103	Columbus and Indianapolis	2,555,000			750,000	1,600,000	205,000		72.0	144,000	64,000	17,790			
30 Nov. '58	54.5	10.4						Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope r. by W. & E.			170,795	8	50	
31 Mar. '59	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054			
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6			125,940	66,253		
31 Aug. '58	16.0				47.0	3																



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	\$	\$	P. c.	P. c.			
PENNSYLVANIA, (Continued.)																							
30 Nov. '58	48.0		3.1	99.5	4	4	43	Pittsburg and Connellsville	1,601,414	79,390		1,753,864	1,500,000	177,920	3,444,154	60.0		60,438					
30 Nov. '59	467.5		56.8		96	80	1,059	Pittsburg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,286,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,665				
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462			1,221,277	280,000										
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	54.0							
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616			568,150			573,616	24.5		34,601	29,604	3 1/2			
30 Nov. '59	28.0	5.0	3.3		4	1	445	Shamokin Valley & Pottsville	1,321,847				821,447		1,321,847	33.3		96,227	54,582				
31 Dec. '59	148.0			20.0	140.0			Sunbury and Erie	6,389,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0							
30 Nov. '59	29.6		6.5	31.9		8	3	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6			
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,038	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,562				
31 Mar. '59	78.0							Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920			191,970	90,306	1			
RHODE ISLAND.																							
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5			
30 Nov. '58	13.6		0.5			3	5	Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139		13.6	23,514	23,005	1,278				
SOUTH CAROLINA.																							
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,918,515	217,577		2,134,092	13.2							
31 Dec. '58	64.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,355	195,286	197,905	1,099,536	61.9							
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000					283,268	151,536	6			
1 Jan. '59	40.3							Cheraw and Darlington	600,000	*		400,000	200,000										
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,489,769	324,161		1,429,008	1,145,000	345,545	2,919,554	104.5		341,190	125,871	5			
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5							
31 July '58	32.0							Laurens	543,406	*		400,000	106,218					27,568	8,527				
28 Feb. '59	102.0							North-Eastern	2,011,652	*		986,410	108,172		2,057,325	102.0		220,014	96,145				
31 Dec. '58	136.0	108.0			62	59	790	South Carolina	5,617,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	26.1		1,501,008	820,511	7			
31 July '58	26.1			41.9				Spartanburg and Union															
TENNESSEE.																							
1859				17.0	2		14	Edgfield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486				
1859		30.0		1.5	12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466				
1859			8.0					East Tennessee and Virginia	2,310,033	156,264		535,654	1,902,000	390,407		130.3	150,142	297,806	149,167				
1860		271.6	10.4	20.0	43	37	697	Memphis and Charleston	6,866,578	878,099	129,364	3,809,949	2,659,000	290,112	7,627,797	291.0		1,635,096	873,597				
1860		271.6	16.0	20.0	3.9	9	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000									
1859		100.0		30.6	55.8			Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859		59.0			40.1	7	5	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,029				
1859		47.4		2.3	4	5	46	Mississippi Central and Tenn.	692,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666				
1859		84.2		7.0	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
1859		149.7	44.0	7.9	39	17	319	Nashville and Chattanooga	3,632,882	*		2,256,479	1,524,000	21,769		159.0	117,895	675,832	310,199	8			
1859								Nashville and Northwestern															
1860		45.8		4.2	11.7	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,960	127,953	87,243				
1859		30.0		0.6	8.0			Winchester and Alabama				216,962	413,000	408,477		30.0		1,248					
TEXAS, (all aided by State).																							
1859		32.0		158.0				Buffalo Bayou, Braz. & Col'do								32.0							
1859		56.0		184.0				Galveston, Houston & Henderson								56.0							
1859		50.0		1.5	75.0	2	1	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	31,300	32,670					
1 May '59		70.0		6.0	280.0	7	5	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568				
1859		25.0		110.0				San Antonio & Mexican Gulf								25.0							
1859		28.0		76.0				Southern Pacific								28.0							
VERMONT.																							
31 May '59	90.7		8.9	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000		90.7	98,856	192,122	82,001					
31 Aug. '59	119.6		13.0	26	18	555	555	Rutland and Burlington	3,989,708	601,509	92,850	2,233,376	3,146,001	1,013,764	6,392,141	119.6	395,762	854,288	81,661				
31 Aug. '59	62.0		3.4	10	5	201	201	Rutland and Washington	1,771,683			960,000			1,780,683	62.0	175,830	172,826	37,124				
30 Jun. '59	119.0		20.0	42	28	885	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0	617,262	702,271	115,678				
30 Jun. '59	47.0		2.8					Vermont and Canada	1,350,695			1,350,000			1,380,695	47.0				72			
31 Aug. '59	23.7		0.7		4	4	54	Vermont Valley	1,212,274	89,612		516,164	708,200		1,308,864	23.7	47,324	43,998	10,468				
31 Aug. '59	54.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500	54.0							
VIRGINIA.																							
31 Aug. '59	41.3			122.1			221	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194								
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,989,861	775,500	118,789		113.7	703,034	136,302	43,092				
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,600,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332				
30 Sep. '59	103.5							Northwestern Virginia	5,322,150	*		468,005	5,719,229			103.5	345,427	248,004	loss				
30 Sep. '59	148.7	9.1	4.5		12	10	101	Orange and Alexandria	6,060,824	*		1,981,187	2,316,879	285,532	6,225,015	97.6		288,297	187,572				
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344				
30 Sep. '59	59.2	21.3			14	17	131	Petersburg and Roanoke	1,223,528			835,200	102,500	5,799	1,488,527	80.5		326,554	213,862	7 1/2			
30 Sep. '59	140.5	2.7	12.0		22	20	410	Richmond and Danville	3,211,828	447,940		1,980,997	907,491	42,068		143.2	240,130	554,208	292,988	4 30			
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579		52,800	1,041,886	643,960	96,828		78.6	159,981	279,945	145,386	7 1/2			
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523														

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Chicago and Milwaukee:					Eaton and Hamilton:				
Mortgage	\$300,000	7	1867	---	1st Mortgage (convertible)	\$512,000	---	---	---	1st Mortgage	\$757,734	†	var.	---
Convert. (guar. by Dir.)	150,000	7	1863	---	Income	62,000	---	---	---	Erie and North-East:				---
Land Mortgage	23,500	7	1869	---	Real Estate 2d Mortgage	188,864	---	1868	---	Exchanged for Buff. and St. L.	149,000	---	---	---
Alabama and Miss. Rivers:					Chicago and Rock Island:					Evansville and Crawfordsville:				---
State (Ala.) Loan	123,171	---	---	---	1st Mortgage	1,397,000	7	1870	90					---
Mortgage	109,500	---	---	---	Chicago and Northwestern:									---
Alabama and Tenn. Rivers:					Sinking Fund Preferred	1,250,000	---	---	80					---
1st Mortgage convertible	525,000	7	1872	60	1st Mortgage	3,000,000	---	---	83					---
2d Mortgage	225,705	8	1864	---	3d Mortgage	2,000,000	---	---	16					---
Albany, Vt. and Canada:					Cincinnati, Hamilton and Dayton:									---
1st Mortgage	500,000	7	1867	---	1st Mortgage	461,000	1867	96	---					---
Albany and West Stockbridge:					2d Mortgage	950,000	---	1880	82½					---
Albany City (S. F.)	1,000,000	6	'66-'76	---	*Cincinnati, Wilm. and Zanesville:									---
Androscoquina and Kennebec:					1st Mortgage	1,300,000	---	---	---					---
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	---	2d Mortgage	674,000	---	---	---					---
Stock, convert. (Coupon)	710,000	6	'63-'66	---	3d Mortgage	168,000	---	---	---					---
Atlantic and St. Lawrence:					Income	250,500	---	---	---					---
Dollar Bonds (Coupon)	988,000	6	1866	---	Tunnel Right	1,000,000	---	---	---					---
Sterling Bonds (Coupon)	484,000	6	1873	97	Cleveland and Mahoning:				---					---
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	---	1st Mortgage	694,500	---	---	---					---
Baltimore and Ohio:					2d Mortgage	469,000	---	---	---					---
Maryland Sterling	3,000,000	5	---	---	3d Mortgage	38,800	---	---	---					---
Mortgage Coupon	2,500,000	6	1885	80	Clev., Painesville and Ashtabula:				---					---
"	700,000	6	1880	80½	1st Mortgage	564,000	7	1861	97½					---
"	1,128,500	6	1875	78½	2d Mortgage	308,000	7	1862	---					---
"	1,000,000	6	1867	94	Special (Sunbury and Erie)	500,000	7	1874	---					---
Balt. City Loan	5,000,000	6	---	---	Convertible Scrip	300,000	7	1880	---					---
Bellefontaine and Ind. (1 Jan. '60):					Cleveland and Pittsburg:				---					---
1st Mortgage convertible	791,000	7	1866	65	1st Mortgage (Main Line)	800,000	7	1860	72½					---
2d Mortgage	157,000	7	1870	---	2d Mort. (M. L.) or 2d Extension	1,188,000	7	1873	64					---
Income (1859 and 1870)	104,500	7	var.	---	3d Mort. (M. L.) or 2d Extension	1,165,000	7	1876	---					---
Real Estate (1868, '61, '63, '65)	119,750	7	var.	---	4th Mort. (M. L.) or 3d Extension	1,154,000	---	---	---					---
Belvidere Delaware:					Income	118,000	---	---	---					---
1st Mort. (guar. C. and A.)	1,000,000	6	1877	---	Dividend Bonds and Scrip	491,825	---	---	---					---
2d Mortgage	445,500	6	---	---	Cleveland and Toledo:				---					---
Camd. and Amb. R.R. Co.	244,000	6	---	---	Junction 1st Mortgage 1st Div.	377,000	7	1867	65					---
Black River and Utica:					Junction 1st Mortgage 2d Div.	305,000	7	1872	65					---
1st Mortgage	370,000	7	1869	---	Junction 2d Mortgage	324,000	7	1862	---					---
Boston, Concord and Montreal:					Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75					---
1st Mortgage	200,000	6	1870	---	Tol., Nor. and Clev. 2d Mort.	299,900	7	1863	75					---
2d Mortgage	300,000	7	1870	---	Junction Income	61,500	7	1862	---					---
3d Mortgage Coupons	150,000	6	---	---	C. and T. Income	192,950	7	1863	75					---
4th Mortgage Coupons	200,000	7	---	---	C. and T. Income (convertible)	409,900	7	1864	---					---
Sinking Fund	200,000	6	---	---	C. and T. Income (convertible)	373,000	7	1864	---					---
Boston and Lowell:					C. and T. Dividend (convert.)	199,735	7	1865	75					---
Mortgage	440,000	6	1873	---	C. and T. Income (convertible)	129,000	7	1870	---					---
Boston and Worcester:					C. and T. (S. F.) Mortgage	640,000	7	1885	67					---
Mortgage (plain)	100,000	6	1860	---	Junction (Lloyd's)	5,000	7	1862	---					---
Mortgage (convertible)	500,000	6	1860	---	*Cleveland, Zanesville and Cin.:				---					---
Buffalo and State Line:					*Columbus, Piqua and Indiana:				---					---
1st Mortgage	500,000	7	1866	90	Columbus and Xenia:				---					---
Income (½ in '69, ½ in '62)	200,000	7	var.	---	1st Mortgage	18,000	---	1869	---					---
Unsecured	200,000	7	1864	---	Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92					---
Erie and North-East:					Connecticut River:				---					---
1st Mortgage	149,000	7	---	---	Mortgage (due 1862, '63, '78)	253,000	6	var.	---					---
Burlington and Missouri:					Connecticut and Passump. Rivers:				---					---
1st Mort. on 1st Division	590,000	---	---	60	1st Mortgage	800,000	---	---	---					---
Calo and Fulton (Mo.):					Cumberland Valley:				---					---
State (Mo.) Loan	650,000	6	'78-'79	---	1st Mortgage	116,500	---	---	---					---
Camden and Amboy:					2d Mortgage	97,000	---	---	---					---
Mortgage	367,000	6	1864	97	Dauphin and Susquehanna:				---					---
Mort. (exchd from Sterlg.)	888,000	6	1864	97					---					---
Mortgage	820,000	6	1849	---	Dayton and Michigan (1 Ap. '60):				---					---
Mortgage	1,700,000	6	1875	80	1st Mortgage	300,000	6	---	---					---
Sterling (\$210,000)	1,000,000	6	1864	---	2d Mortgage	2,200,000	8	---	---					---
Sterling (\$225,000)	1,080,000	6	1864	---	Dayton and Western:				---					---
New Loan (as'd \$337,000)	2,500,000	6	1887	---	1st Mortgage	800,000	7	---	50					---
Unsecured	800,000	6	1863	---	2d Mortgage		7	---	45					---
*Catawissa, Williamsport and Erie:					Delaware:				---					---
1st Mortgage	1,500,000	7	1865	32	1st Mortgage	500,000	---	---	---					---
2d Mortgage	399,036	7	1886	---	Guaranteed	65,000	---	---	---					---
Chattel Mortgage	380,000	10	1871	---	State Loan	170,000	---	---	---					---
Cayuga and Susquehanna:					Delaware, Lackawanna and W'n:				---					---
1st Mortgage	300,000	7	1865	---	1st Mortgage	900,000	---	1871	---					---
Unsecured	89,000	7	1862	---	1st Mortgage (E. Extension)	1,500,000	---	1875	91					---
Central of Georgia:					2d Mortgage	2,600,000	---	1881	89					---
Mortgage	106,267	7	1863	---	Income (due 1862, '65 and '67)	1,263,170	---	var.	88					---
Central of New Jersey:					Detroit and Milwaukee:				---					---
1st Mortgage	1,500,000	7	var.	105	1st Mortgage (convertible)	3,250,000	7	1875	---					---
2d Mortgage	1,500,000	7	1876	101	2d Mortgage	1,000,000	8	1866	---					---
Income	375,000	7	var.]	---	3d Mortgage (convertible)	750,000	10	1863	---					---
*Central Ohio:					4th Mortgage (G. W. R. R.)	500,000	8	---	---					---
1st Mortgage	450,000	7	1861	62½	Dubuque and Pacific:				---					---
2d Mortgage	800,000	7	1864	45	New Construction	800,000	---	---	---					---
3d Mortgage	800,000	7	1865	53	Dubuque Western:				---					---
4th Mortgage (S. F.)	950,000	7	1885	---	1st Mortgage	344,000	†	---	---					---
Income (1868, '69 and '60)	1,265,800	7	1876	---	Eastern (Mass.):				---					---
Income (as to Muskingum Co.)	1,172,200	7	var.	---	Income (due \$75,000 annually)	525,000	6	var.	---					---
Charleston and Savannah:					2d Mortgage (convertible)	710,000	5	1862	98½					---
1st Mortgage (endorsed)	510,000	6	---	---	3d Mortgage (convertible)	445,000	6	1874	101½					---
2d Mortgage	1,000,000	7	---	---	1st M. (State) \$75,000 a y'r after '65	500,000	5	var.	---					---
Cheshire:					East Tennessee and Georgia:				---					---
Mort. (1860, '63, '75 and '77)	786,400	7	var.	---	State, 1st Mortgage	970,000	---	---	---					---
Chicago, Burlington & Quincy:					Endorsed by State of Tennessee	150,000	---	---	---					---
Consolidated 1st Mort.	1,500,000	8	1883	95	Mortgage (ordinary)	790,688	---	---	---					---
Consolidated Convert. Mort.	252,000	---	---	---	East Tennessee and Virginia:				---					---
Ohio and Aur. 1st Mort.	399,000	7	1867	---	State, 1st Lien	1,002,000	---	---	---					---
Oh. and Aur. 2d M. (S. F.)	303,000	7	1869	---	Endorsed by State of Tenn.	200,000	---	---	---					---
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	---	1st Mortgage (after State)	100,000	---	---	---					---
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	---	Redeemable in Stock	66,960	---	---	---					---
Chicago, Alton and St. Louis:									---					---
1st Mortgage									---					---
2d Mortgage									---					---
3d Mortgage									---					---



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(\*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
<b>La Crosse and Milwaukee:</b>					<b>Montgomery and West Point:</b>					<b>Orange and Alexandria:</b>				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '66)	350,000	6	var.		1st Mortgage	1,065,500	6		51
1st Land Grant (Western Div.)	4,000,000	†			Mortgage	450,000	8	1866		2d Mortgage	461,378	8		90
2d Land Grant (Western Div.)	353,600	†		14	<b>Muskegon:</b>					<b>Pacific (Mo.):</b>				
3d Mortgage (whole road)	1,700,000	†		14	1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:	1,500,000				State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	150,000				Construction	4,500,000	6		
<b>Lexington and Frankfort:</b>					Chat. and Cleve. Subsc. (endors.)	34,000				<b>Panama:</b>				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed					1st Mortgage Sterling	1,250,000	7	1865	100
<b>Little Miami:</b>					*New Albany and Salem:	175,000	7			2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	500,000	10			Convertible	27,000	7		
1st Mortgage	138,000	6	1883	84	1st Mortgage	2,235,000	8			<b>Pennsylvania:</b>				
2d Mortgage	7,000	6			New Haven and Hartford:					1st Mortgage (convertible)	4,905,000	6	1885	101
3d Mortgage	981,000	6								2d Mortgage	1,928,000	6	1878	86
<b>Long Island:</b>										2d Mortgage Sterling	1,639,840	6	1878	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	6		
1st Mortgage	500,000	6	1870	80						<b>Pennsylvania Coal Company:</b>				
<b>Louisville and Frankfort:</b>					<b>N. Hav., N. Lond. and Stonington:</b>					1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	450,000	7			Penobscot and Kennebec:				
1st Mortgage	248,000				Mortgage	200,000	6			Bangor City 1st Mort. (Coupon)	800,000	6	1874	
<b>Louisville and Nashville:</b>					Extension	100,000	10			2d Mortgage (Coupon)	250,200	6	1878	
State (Tenn.), 1st Lien	300,000	6			New Haven and Northampton:					3d Mortgage (Coupon)	166,600	6	1871	
1st Mortgage	2,000,000				1st Mortgage	500,000		1869		<b>Pensacola and Georgia:</b>				
<b>McMinnville and Manchester:</b>					New Jersey:					State Internal Improvement		7	35 y's	
State (Tenn.)	372,000	6			Company's (various)	711,000		var.	103	Free Land				
1st Mortgage	24,000	7			New London, William and Palmer:					<b>Peoria and Oquawka:</b>				
Mortgage	10,000	6			1st Mortgage	500,000	7†							
<b>Madison and Indianapolis:</b>					2d Mortgage	300,000	6†			<b>Pern and Indianapolis:</b>				
State (Ind.) Loan					Income (convertible)	152,000	6†							
Mortgage					New London City	100,000	6†							
<b>*Marietta and Cincinnati:</b>					N. Orl's, Jackson and Gt. North:					<b>Petersburg:</b>				
1st Mortgage [convertible]	2,500,000	7†	1868		State (Miss.) Loan	155,000				Mortgage (due 1863 to 1872)	106,000	7	var.	
2d Mortgage	2,000,000	7†			1st Mortgage	3,000,000	8	1886		<b>Petersburg and Lynchburg (S. Side):</b>				
3d Mortgage	1,500,000	7†			N. Orl's, Opelousa and Gt. West:					State (Va.) Loan (S. F.)	800,000	7		
Sterling Income	333,000	4			Louisiana State Loan	621,000				1st Mortgage (1859-'70-'75)	366,000	6	var.	
Domestic	928,617		'59-'62		New Orleans City Loan	1,500,000				3d Mortgage (1862-'70-'72)	378,000	6	var.	
<b>Memphis and Charleston:</b>					1st Mortgage (S. F.)	2,000,000	8	1889		Special Mortgage (1865-'68)	175,000	6	var.	
State (Tenn.) Loan	1,100,000	6			New York Central:					Last Mortgage (1861 to 1869)	138,500	8	var.	
1st Mortgage	1,600,000	7	1880		Albany Loan—Alb. and Sch'dy.	127,000	5	1864	108†	Phila. German'n and Norrist'n:				
<b>Memphis, Clarkesv. and Louisv.:</b>					State Loan—Sch'dy and Troy	100,000	6	1867	95	Consolidated Loan	274,800			
State (Tenn.) Loan	910,000	6			State Loan—Rochester and Syr.	77,382	5†	1861		Loan of 1842	100,000			
<b>Memphis and Ohio:</b>					State Loan—Buffalo and Roch.	55,300	5†	1865		<b>Philadelphia and Reading:</b>				
State (Tenn.) Loan	1,340,000	6			State Loan—Roch., L. and N. F.	298,000	7	1861		Mortgage	705,000	5	1860	91
<b>Michigan Central:</b>					Stock Subscription	785,000	6	1883	90†	Mortgage	1,572,800	6	1860	91
1st Mortgage Sterling	467,489	6		90	Premium Consolidated Stock	8,000,000	6	1883	90†	Mortgage (convertible)	886,000	6	1860	91
1st Mortgage (convertible)	500,000	8		92	Real Estate	221,000	6	1883	90†	Mortgage (convertible)	134,000	6	1860	91
Unconvertible	258,000	8			New Convertible	3,000,000	7	1864	100†	Mortgage	3,209,600	6	1870	75
1st Mortgage (convert.) Dollar	3,831,000	8			*New York and Erie:					Mortgage (convertible)	3,536,500	6	1886	66
1st Mortgage (S. F.), convertible	3,087,000	8		95	1st Mortgage	3,000,000	7	1867	100	Lebanon Valley R. R. (convert.)	1,500,000	7	1866	71
<b>Mich. Southern and N'n Indiana:</b>					2d Mortgage	4,000,000	7	1859	95	Real Estate Mortgage	516,450	var.		
Michigan Southern	993,000	17	1857		3d Mortgage (convertible)	6,000,000	7	1871	86	Phila., Wilmington and Baltimore:				
Northern Indiana	955,000	17	1861	70	4th Mortgage (convertible)	3,729,000	7	1880	78	Mortgage Loan	688,929	6	1860	
Erie and Kalamazoo	300,000	†	1862		5th Mortgage	1,277,000	7	1883	77	Mortgage Loan	1,096,500	6	1884	
Michigan Southern	259,000	†	1863		Unsecured (convertible)	2,418,000	7	1871	57	Improvement	119,000	6	1863	
Northern Indiana	299,000	†	1863		Unsecured (convertible)	2,443,000	7	1862	48	<b>Pittsburg and Connellsville:</b>				
Jackson Branch	203,000	†	1865	81	Sinking Fund	2,193,000	7	1876	48	Pittsburg Loan	500,000			
Goshen Air Line	1,355,000	†	1868	65	<b>New York and Harlem:</b>					Alleghany Co. Loan	750,000			
Detroit and Toledo	336,000	†	1878		1st Mortgage	3,000,000	7	1873	94	Connellsville Loan	100,000			
General Mortgage (S. F.)	2,468,000	†	1885	70	2d Mortgage	1,000,000	7	1864	60	McKeepoot Loan	100,000			
2d Mortgage	2,175,000	†	1877	49	3d Mortgage	1,000,000	7	1867	85	Baltimore Loan	1,000,000			
<b>*Milwaukee and Beloit:</b>					<b>New York and New Haven:</b>					Cumberland Loan	200,000			
1st Mortgage	630,000	8			1st Mortgage	311,000	7	1860	94	<b>*Pittsburg, Ft. Wayne and Chicago:</b>				
<b>Milwaukee and Chicago:</b>					1st Mortgage	964,000	6	1866	94	1st Mortgage (O. and P.)	1,000,000		1866	
1st Mortgage	400,000	8			1st Mortgage	930,000	6	1873		2d Mortgage (O. and P.)	750,000		1866	
2d Mortgage	200,000	7			<b>N. York, Providence and Boston:</b>					Income (O. and P.)	1,991,000		1873	65
<b>*Milwaukee and Horicon:</b>					1st Mortgage	831,000	6			Bridge (O. and P.)	199,500			
1st Mortgage	420,000	8			<b>North Carolina:</b>					1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage	600,000	8			State Loan	2,000,000	6			2d Mortgage (O. and I.)	380,000		1873	
Farm Mortgage	150,000	10			State Loan	1,000,000	6			1st Mortgage (F. W. and Chic.)	1,250,000		1873	
<b>Milwaukee and Mississippi:</b>					<b>North-Eastern (S. C.):</b>					Real Estate (F. W. and Chic.)	498,000		1874	
1st Mortgage (convertible)	74,000	10†	1861	65	1st Mortgage	700,000				Mortgage, Consolidated Comp'y	1,229,000		1887	
1st Mortgage (convertible)	526,000	8†	1862	64	2d Mortgage	224,500				<b>Pittsburg and Steubenville:</b>				
1st Mortgage (convertible)	650,000	8†	1863	67	Real Estate	35,910				Mortgage	800,000	†	1866	
1st Mortgage (convertible)	1,250,000	8†	1877	67	<b>Northern Central:</b>					<b>Platte County:</b>				
South-West Branch	350,000	8†	1866	60	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		State (Mo.) Loan	300,000	6	1879	
2d Mortgage	600,000	10†	1862	48	Md. State Loan (B. and Susq.)	150,000	6			<b>Potomac and Watertown:</b>				
Construction	500,000	7†	1859		York and Cumberland 1st Mort.	175,000	6	1870		1st Mortgage	800,000	7†	64-'74	
3d Mortgage	500,000	8†	1862	55	York and Cumberland 2d Mort.	25,000	6	1871		<b>Quincy and Chicago:</b>				
<b>Mississippi Central:</b>					York and C. guar. by Baltimore	500,000	6	1877		1st Mortgage	1,200,000		1873	
1st Mortgage	1,007,363	7			N. C. Contract	292,300	6	1875		<b>Racine and Mississippi:</b>				
Income	91,200	10			Construction	1,903,500	6	1885		1st Mortgage (Eastern Division)	680,000	†		
Tennessee State	45,000	6			<b>Northern (Ogdensburg):</b>					1st Mortgage (Western Division)	757,000	†		
<b>Mississippi Central and Tenn.:</b>					1st Mortgage	1,500,000	7†	1859		Raleigh and Gaston:				
State (Tenn.) Loan	529,000	6			2d Mortgage	3,077,000	7†	1861		Coupon	100,000		1862	
Income	95,500				<b>North Missouri:</b>					<b>Rensselaer and Saratoga:</b>				
<b>Mississippi and Missouri:</b>					State Loan	2,000,000	6			1st Mortgage		7	1863	
1st Mortgage (convertible)	1,000,000	7			State Loan	2,000,000	6			<b>Richmond and Danville:</b>				
2d Mortgage (S. F.)	400,000	8			State Loan	350,000	6			State (Va.) Loan	600,000			
Oaklousa Division	1,425,000	7			<b>North Pennsylvania:</b>					Guaranteed by State	200,000		1875	9†
Land Grant	7,000,000	7			Mortgage	2,500,000			68	Mortgage (Coupon)	260,000		1859	
<b>Mississippi and Tennessee:</b>					Chattel Mortgage	214,500	10			Registered	150,000		1860	
Tennessee State Loan	98,000	6	1885		<b>Northern (N. H.):</b>					<b>Richmond, Fred. and Potomac:</b>				
Mississippi State Loan	202,799	6			Mortgage (due 1860, '64 and '74)	219,500		var.		Sterling (287,000)	324,000		1860	
1st Mortgage	171,000	7	1876		Norwich and Worcester:					Convertible	64,500		1875	
<b>Mobile and Ohio:</b>					Mass. State Loan	400,000	6	1877		Dividend Certificates	26,800		1857	
City (Mobile) Tax Loan	400,000	6			Mortgage	205,800	6	1860		Dividend Certificates	265,800		1869	
Tennessee State Loan	674,860	6			Mortgage	16,000	7	1860		<b>Richmond and Petersburg:</b>				
Alabama State Loan	389,410	6			Dividend Scrip and Bonds	102,330	6	var.		Coupon	150,000		1875	
Income	759,415	6	1861		<b>Ohio and Mississippi (O. and Ind.):</b>					<b>*Rutland and Burlington:</b>				
Income	354,723	8	1862		1st Mortgage	2,198,500	†	1858		1st Mortgage	1,800,000			
Income	375,132	8	1865		2d Mortgage	316,995	†			2d Mortgage	913,500			
Income	18,700	8	1867		Construction	4,087,920	†	1858	17	3d Mortgage	426,400			
Sterling	878,056	6	1883		Income	3,591,185	†	1853		<b>Sacramento Valley:</b>				
<b>Mississippi State Loan</b>	200,970	6			<b>Ohio and Mississippi (Ill.):</b>					1st Mortgage	400,000			
										2d Mortgage	360,000			

## AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1886	
Mortgage	997,000	7	1886	
Mortgage	1,000,000	7	1876	
Dividend	224,000	6	'00-'82	
Sandusky, Mansfield and Newark:				
1st Mortgage	1,200,000	7	1888	
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1888	
1st Mortgage (R. and W. Br.)	100,000	7	1886	
Unsecured	45,000	7	1888	
Seaboard and Roanoke:				
1st Mortgage	800,000		1880	
2d Mortgage	75,000		1870	
4th Mortgage	60,000		1856	
South Carolina:				
State Loan	200,000	6	1868	
Sterling	183,333	6	1868	
Sterling	2,000,000	6	1868	
Auditor's	246,500	7		
Southern Mississippi:				
1st Mortgage	500,000			
South-Western (Ga.):				
1st Mortgage	631,000		1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000			
2d Mortgage	450,000			
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000			
2d Mortgage	900,000			
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7		
2d Mortgage	1,535,000	7		
3d Mortgage (Income)	1,000,000	10		
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000			
St. Louis City Subscription	500,000			
St. Louis County Subscription	1,000,000			
Carondelet Subscription	50,000			
Sambury and Erie				
Mortgage	1,000,000	7		
Mortgage	7,000,000	6		
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'82-'72	70
2d Mortgage (convertible)	2,000,000	7	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7	1873	
2d Mortgage (Bel. and Ill.)	494,000	7	1869	
3d Mortgage (Bel. and Ill.)	508,000	10	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	514,000			
Mortgage	46,000			
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1869	
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1885	59
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1889	
3d M. (L. Er. Wab. and St. Louis)	1,200,000	7	1891	
Real Estate (L. Er. W. and St. L.)	300,000	7	1861	
1st Mortgage (Toledo and Ill.)	900,000	7	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7	1865	65
*Vermont Central:				
1st Mortgage				16
2d Mortgage				1
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	84
Mortgage	200,000	6	1872	82
Mortgage (coupons)	941,000	6	1884	
Dividend, due 1885, '86 and '75	238,346	6	var.	
Income (1880 to 1883)	168,382	7	var.	
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Balt. Works Br. Mort. due '68-'61	203,000	6	var.	
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500		1875	
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	
Western (Mass.):				
Sterling (\$800,000)	4,319,520	5	'68-'71	
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	
*Western Vermont:				
1st Mortgage	700,000		1881	
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	590,000		1886	74
2d Mortgage	1,000,000			
Income	177,000			
Wilmington and Weldon:				
Mortgage, payable in England	443,555			
Sterling, issued in 1855	144,500			
Company's, endorsed by State	203,500			
Winchester and Potomac:				
Mortgage	120,000	6	1867	
York and Cumberland:				
1st Mortgage	308,000	7		

## New York Stock Exchange.

Sale Prices for the week ending Dec. 26, 1880.

Th. 20, F. 21, Sat. 22, M. 24, Tu. 25, W. 26

FEDERAL STOCKS:				
U. S. 5s, 1874	95			95
U. S. 5s, 1880				
STATE STOCKS:				
California 7s	88			88
Georgia 6s				
Illinois 6s				
Indiana 6s				
" 24s				
Kentucky 6s	99			100
Louisiana 6s				
Maryland 6s				
Michigan 6s				
Minnesota 6s				
Missouri 6s				
New York 5s, 1874	70	69	70	69
" 6s, 1880				
North Carolina 6s	90	79	79	
Ohio 6s, 1880				
Tennessee 6s, 1880	77	78	78	77
Virginia 6s	77	78	78	78
RAILROAD SHARES:				
Chicago, Burl. and Q. 6s	63	64	63	
Chicago and Rock Isl. 50	49	52		50
Chicago and N. West.				
Clev., Painesv. & Asht.				
Clev. and Pittsburg	0	0		
Clev. and Toledo	29	29	29	28
Del., Lack. and West.				
Galena and Chicago	65	63	64	64
Hudson River	43	42	43	43
Illinois Central (scrip)	61	67	66	66
Indianapolis and Cinc.				
Michigan Central	48	48	49	48
M. S. and N. I. guard, 31	30	32	32	31
M. S. and N. I.	14	13	14	
Milwaukee and Misa.	8			9
New Jersey Central				
New York Central	76	75	75	74
New York and Erie	30	32	36	34
N. York and Harlem	14	14	14	14
N. Y. and H. "pref."	35	34	35	
Panama	117	119	121	117
Phila. and Reading	36	35	36	35
RAILROAD BONDS:				
Buff. N. Y. & Erie 1 M.				
Chic. and N. W. 1st M.	39	39	39	38
" " 2d M. 17				
" " S. F.				
Cl. & Tol. S. F. 7 p.c. '85				71
D. L. & W. 1 M. 8 p.c. '71-5				
" 2 M. 8 p.c. '81	89			89
Gal. and Ch. 1 M. 8 p.c. '63				
" 2 M. 8 p.c. '76				
Hann. & St. J. 1 M. 8s. '58	56	58	57	58
Hudson R. 1 M. 7 p.c. '69				
" 2 M. 7 p.c. '60				
" 3 M. 7 p.c. '75 80		82	83	
Illinois Centr. 7 p.c. '75 89	88			
" 6 p.c. '75				
L. Erie & Wab. 1 M.		60	60	
" 2 M.				
Mich. Cen. S. F. 8 p.c. '82 95	95	95		95
" conv. 8 p.c. '69				
Mich. Southern 1st M.				77
" " 2d M.	49	50		
" " S. F. 70		70		70
M. S. & N. I. 1 M. S. F.				
" 2 M. 8 p.c. '77				
Northern Ind. 1 M.				
" 2 M.				
N. J. Central 1st M.				
N. Y. C. 6 p.c. certif. '83				
" 1 M. 7 p.c. '64				
N. Y. & E. 1 M. 7 p.c. '67				100
" 2 M. 7 p.c. '69				95
" 3 M. 7 p.c. '71				86
" 4 M. 7 p.c. '80				78
" 5 M. 7 p.c. '83 75		75	77	
" conv. 7 p.c. '62				
" 7 p.c. '71				
" S. F. '75	57	57		
N. Y. & H. 1 M. 7 p.c. '73				94
" 2 M. 7 p.c. '64				
" 3 M. 7 p.c. '67				
Penn. 1 M. 7 p.c. conv. '88				
" 2 M. 6 p.c. '75				
Ph. and Read. 6 p.c. '60				
" 6 p.c. '70				
T. H. and A. 1 M. 8s '72				
" 2 M. 8s '70				
BANK AND INSURANCE STOCK:				
Am. Exchange Bank	89	91	90	91
America, Bank of		105	105	95
Commerce, Bank of	90			96
Merchants' Exch. Bk	98	99	99	98
Merchants' (Mar.) Ins.				
Commonwealth Bank				
Metropolitan Bank				
MINING STOCK:				
Pittsburg				
Rockland				
Minnesota				
Isle Royale				
MISCELLANEOUS:				
Del. and Hud. C. Co.	83	82	83	
Cumberland Coal Co.	8			8
Penn'a Coal Co.	78			75
Pacific Mail S. S. Co.	83	81	82	82
Canton		15	15	
Brooklyn Water W's.	90	90	99	100

The following are the closing prices in the London Market on the 14th December:

United States 5 p. c. red. '74	90	to	98
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	85	to	87
Do. do. Fr. L'd red. '60	92	to	93
Do. \$100 shares, all p'd	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	86	to	88
Do. do. 1st mortgage			
(sinking fund), 1882	86	to	90
Do. \$100 shares	55	to	60
Michigan S. & N. Indiana 7 per ct.			
(sinking fund) 1885	70	to	72
Do. \$100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876	95	to	97
Do. \$100 shares	78	to	80
New York and Erie 1st mortgage 7 per cent. 1867	91	to	92
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	57	to	59
Do. Shares, assented	34	to	34 1/2
Pennsylvania Central B'ds, 1st mort.			
conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. \$50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. \$50 shares	22	to	26

## American Railroad Journal.

Saturday, December 29, 1880.

## Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

## Share and Money Market.

The share market presents the same unsteadiness which has characterized it for some time past, dancing attendance on the public sentiment in reference to our political affairs which is hopeful to-day and despairing to-morrow. The tone throughout the week has been a gloomy one. This is caused, in part, by the great defalcation in the Department of the Interior at Washington—the abstraction of the funds belonging to the Indian Department to the amount of nearly \$1,000,000. This affair, and the probability that nothing can be effected in the present Congress by way of composing our political difficulties, has given a downward turn to the market. In the meantime, the traffic of our railroads remains fair and promises to be better than the past winter. A great cause of embarrassment has been the difficulty in negotiating exchange, and the very low price of bills. This is likely to be removed, to a great degree, by importations of gold, to pay for our staples. The balance of trade is now decidedly in favor of the United States, and must continue so for some time to come. Our crops are going forward at fair prices, while importations must be merely nominal in amount. Gold must, consequently, accumulate rapidly in New York, reducing the rates for money to a very low figure. It is probable that in two months from this time money will be as abundant as it has been at any time for several years past.

The uncertainty in our political future seems to be exerting an influence over the price of railway shares and securities, altogether disproportionate to its real importance. Take for example the



roads entering this city. The sources from which they draw their traffic do not seem likely to be affected, in any considerable degree, by political events. The greater part of the trade of the Erie and Harlem Railroads is purely local, and is daily increasing in amount and value. The same is true of the Hudson River and New York Central Railroads. The earnings of all these continue to be largely in excess of similar periods for the past year. The intrinsic value of their securities is not weakened, notwithstanding the excessive fall that has taken place. A similar statement may be made of most of the Western railroads which are doing remarkably well. The crops of the past year, at fair prices, laid the foundation for an excellent business for a twelve-month at least.

#### New York and Erie Railroad.

We give in another column a statement of the operations of this road for the past year ending Sept. 30th. Compared with that of 1859, the increase in gross earnings has been \$698,172; net, \$388,425. The net earnings come within \$145,317 of paying the interest on the entire funded debt of the company.

Under ordinary condition of affairs, the result for the present year would have shown a still greater per centage of increase than the past. In almost any event a considerable increase may be looked for. The Long Dock will soon be in use. The western extensions of the road are in progress. Both the traffic and facilities for the transaction of business, consequently, are steadily improving. The disasters that have formerly overtaken it, are hardly possible in the future.

#### Second Avenue Railroad.

The annexed figures are from the annual report of this company for the fiscal year ending Sept. 30, 1860:

Capital stock .....	\$800,000 00
Stock issued .....	650,000 00
Funded debt .....	350,000 00
Floating debt, last report .....	18,000 00
Do. present report .....	74,000 00

#### COST OF ROAD AND EQUIPMENT.

	Last Report.	Present Report.
Construction .....	\$878,186 56	\$886,620 39
Building and fixtures ..	27,586 90	28,168 61
Land, damages & fences ..	36,398 31	42,742 76
Horses .....	68,141 00	67,190 00
Passenger cars .....	47,500 00	52,915 00
Freight and other cars, etc. ....	3,700 00	3,900 00
Length of road about 8 miles. Number of cars, 86.		

Expenses of maintaining road and real estate .....	\$3,230 00
Expenses of repairs of machinery .....	12,152 13
Expenses of operating the road .....	192,735 53

#### EARNINGS.

From passengers .....	\$259,830 12
From other sources .....	8,231 61

Total.....\$268,061 73

#### PAYMENTS.

Transportation .....	\$208,117 82
Dividends, 8 per cent. ....	52,000 00
Interest .....	24,500 00

#### Richmond and Danville Railroad.

The County of Henry, Va. by a decided vote, have determined to subscribe \$107,000 to the extension of the Danville Railroad, from Danville westwardly through that county.

#### Third Avenue Railroad.

The following is an abstract of the annual report of this company for the year ending Sept. 30, 1860:

Capital stock .....	\$1,170,000
Funded debt by last report .....	110,600
Total amount of debt (all funded) now .....	345,000
Average rate of int't on debt, 7 p. ct.	
Cost of road and equipment .....	1,616,671 85
Length of Road—Miles ..	8
Length of double track, including sidings .....	8½
Numb. of passengers carried in cars .....	12,109,417
Expenses of maintaining road and real estate .....	21,456 86
Expenses of operating road .....	357,769 08
Earnings—	
From passengers .....	\$605,478 85
From other sources .....	5,118 32—
Payments—	
For transportation .....	\$379,225 94
For interest .....	9,444 07
Dividends 10½ per cent .....	122,850 00
New cars .....	22,294 26
Harlem extension .....	15,294 29
Personal taxes .....	10,363 10
Real estate .....	3,619 87
Loan account .....	5,000 00—
Balance .....	568,091 53
	42,505 64

#### Eighth Avenue Railroad.

The following is an abstract of the report of this company for the year ending Sept. 30th, 1860:

Capital stock .....	\$800,000 00
Cost of road and equipment .....	859,048 25
Length of road laid, miles ..	5½
Number of cars .....	90
Number of pass'gers carried in cars .....	7,775,050
Expenses of maintaining the road ..	41,942 69
Expenses of repairs of machinery ..	18,740 38
Expenses of operating the road .....	99,925 94
Earnings from passengers .....	388,750 20
Payments—	
Transportation expenses ..	\$274,121 84
Dividends, 12 per cent. ....	96,000 00
Dividends, 3 per cent. ....	24,000 00
	\$394,121 84

#### Memphis, Clarksville and Louisville R. R.

The Louisville Journal says that the pressure of the times has warned the directory of the necessity of curtailing expenses, and they have, therefore, abolished for the present the office of Superintendent, and consolidated the duties of that office with that of the Chief Engineer, and placed the whole in the hands of G. B. Fleece. Mr. Hilsley, the late Superintendent retires from the road.

#### Cumberland Valley Railroad.

The receipts of this company for the year ending September 30, 1860, were:

From passengers .....	\$70,177 40
" freight .....	107,296 00
" mails .....	5,200 00

Total .....

Increase over last year .....

Dividends of eight per cent. on the preferred stock, and six per cent. on the unpreferred stock of the company have been paid. The company has this year, from its profits, retired \$33,896 66, which has been placed in the hands of trustees to create a sinking fund, which it is intended to increase annually, so that there will be a fund to meet any contingencies which may occur and ultimately pay off the bonds of the company. The controlling interest in the road is now owned by the Pennsylvania Central Railroad Company.

#### Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1859 and 1860 was as follows:

	1859.	1860.
Earnings .....	\$246,798 15	\$254,826 37
Expenses .....	140,481 01	136,089 96
	\$106,317 14	\$118,736 41
Interest .....	57,422 08	55,496 08
Surplus .....	\$48,895 11	\$63,240 38
Net earnings for the two years .....		\$112,135 49

#### Pittsburg, Fort Wayne and Chicago R. R.

The Pittsburg Chronicle says that the plan for the re-organization of this road has been perfected, and copies of the agreement have been sent to the President to be signed by those bondholders who desire to become parties to the arrangement. The agreement may be signed by the bondholders in person, or they can give a power of attorney for their execution, the necessary papers for which will be forwarded them on application.

#### Chicago and Northwestern Railway.

The extension beyond Oshkosh is rapidly approaching Appleton, the rails being laid at the rate of three-fourths of a mile per day. It is estimated that the road will be completed by the middle of January.

#### Baltimore and Ohio Railroad.

We gave on the 1st instant the report of the President of this road. We have since received that of the Master of Transportation, from which we make the following extracts relative to the operations and transportation for the past year. The whole report of the Master of Transportation is interesting and valuable.

#### TONNAGE TRANSPORTATION.

The revenue from this source, on the Main Stem alone, exhibits an increase of \$296,056 34 over that of 1859—the amount now being \$3,224,467 50 to \$2,928,411 16 in that year. This increase is equivalent to 10 10-100 per cent.; and the tonnage revenue bears, to the whole revenue of the Main Stem, a proportion of 82 21-100 per cent.

General Tonnage and Mileage. With an improved accuracy and system in keeping the accounts of the business of the road, a much more minute and thorough statement of the details of its freight business is presented than at any time heretofore.

The grand total of tonnage hauled (exclusive of the material for the company's own use) has swollen from 897,496 tons in 1859 to 1,029,822 tons, showing an apparent increase of 132,326 tons, which is equal to 13 62-100 per cent. of the total of 1859.

The mileage returns show that a grand total of 198,457,965 tons of freight, paying a revenue to the company, was hauled one mile on the Main Stem and Branches, as against 176,111,991 tons in 1859—the increase being 22,345,984 tons: one mile, or 12 68-100 per cent. On the Main Stem proper, the mileage was 184,827,145 tons. In 1859 it was 163,894,423 tons—the increase in 1860 being 20,932,722 tons carried one mile, or equal to 12 77-100 per cent. Of this increase nearly 16,000,000 were in the coal trade, and more than 4,000,000 in the increased through business—the remainder being in the mixed local traffic.

The eastward bound tonnage on the Main Stem proper (excluding that to Baltimore from the Washington Branch) amounted to 748,766 tons, as against 181,857 tons bound westward, being an increase of the former of 115,397 tons, and in the latter of 5,400 tons.

The material hauled during the year 1860 for the use of the company, for repairs of track, bridges, etc., fuel for locomotives, etc., amounted

to 124,682 tons (not including ballast, etc.), being 12.89-100 per cent. of the quantity of business paying freight. The mileage upon this was equal to 11,060,991 tons one mile, and bearing a per centage of 62-100 to the mileage of the paying business of the road.

**Extent and Value of the Tonnage to and from Baltimore City.**—By an examination of the general table of tonnage and mileage, it appears that the business of the road, to and from the city of Baltimore, during the past year, has been exceedingly large. The quantity of freight of all kinds, and from all sources, brought to Baltimore by the road during the year, is 700,085 tons, while that taken from Baltimore is 203,957 tons, making an aggregate of 904,042 tons. Deducting this aggregate from the total tonnage hauled on all parts of the road in 1860, it proves that but the relatively small portion of 125,780 tons was independent of the attraction of the city of Baltimore.

Computing the value of the coal brought to Baltimore, and enumerated in the above aggregate of tonnage, at \$4 per ton (including the freight paid the company), it would show the total value of that article at Baltimore to be \$1,602,156. Deducting the 400,539 tons of coal brought to Baltimore from the 904,042 tons of freight to and from Baltimore during 1860, it would leave 503,503 of miscellaneous trade. Safely assuming, by careful estimate, that the average value of this freight was \$68 per ton, it would show a valuation of \$34,245,000. Adding the value of the coal to this, as already stated, it would show a grand total of \$35,847,156 as the valuation of the freight transported during the year 1860 by this road to and from Baltimore.

**Through Merchandise Trade.**—That total tonnage through, in 1858, was 224,863 tons; in 1859, 210,843 tons; and in 1860, (including 1,998 tons of river freight loaded at Mountville is 224,531 tons). The actual increase of the through trade in 1860, over that of 1859, is 13,688 tons, of which 13,947 tons is in the eastward bound, with a decrease of 259 tons westward. The westward freight, for points beyond the termini of the road, is greater by 2,407 tons, than in 1859. The large falling off in freight to Wheeling, for local consumption (pig iron, &c.) in 1860, makes the apparent decrease westward. Computing, indeed, the business of that description only (viz: to and from points beyond the termini of the road), it will be found that the through traffic of 1860 was larger than that of any previous year.

Of the 56,483 tons received from the Central Ohio road, 13,049 were in live stock. In 1859, the live stock from the same source was 8,278, the increase being 4,771. The quantity of through produce received from the Central Ohio road is 43,434 tons, while in 1859 it was 42,972, being an increase of 462 tons. The gross increase of through freight from the Central Ohio road, as by the above table, is therefore 5,233 tons.

**The Coal Trade.**—The quantity of coal hauled in 1859, and paying freight to the company, was 348,729 tons, while in 1860 it is shown to have been 427,793 tons, or an increase of 84,064 tons—equal to 24.45-100 per cent. In 1858 the quantity was 332,797 tons, or 94,996 tons less than in 1860, although the trade of 1860 was not so large as that in 1857, before the financial revulsion of that year. In addition to the above returns for 1860, there were 4,726 tons of coal hauled from the Clarksburg mines, on the North-western Virginia road.

The revenue from the coal trade, on the Main Stem, in 1860, was \$1,093,195.84, while in 1859 it was \$875,952.50; the increase for the past year being \$217,243.34, or 24.8-100 per cent.

Evidences of an enlarged demand for the superior semi-bituminous coals, from the Cumberland, George's Creek, and other mining regions on the Baltimore and Ohio Road, are offered in the further success with which this article has been used for the past season, as a fuel for locomotive engines. Numerous Eastern railroad companies have fairly tried and fully approved it for this object, and report it as possessing great advantages in economy, either when compared with wood or with other coal. The New York and Erie, the

Hudson River, the Boston and Maine, the Eastern, the Kennebec and Portland, the Boston and Providence, the Boston and Worcester, the Philadelphia, Wilmington and Baltimore, and other Eastern roads, have thus endorsed its value. Nor has its merit as a locomotive fuel been entirely overlooked by the Western railroad companies. Intelligent officers of several of the leading lines in Ohio and Kentucky are at this time contemplating its use on their lines, for which ample facilities are at their command for its transportation through Parkersburg, or Wheeling, in good condition and at moderate rates.

The gas coal, from the Newburg, Fairmont, and Clarksburg Mines, has also received a renewed approval; and its consumption has increased during the last few months, with prospects for a permanent and much more enlarged demand.

**Live Stock Trade.**—The figures under this head present remarkable results. The entire tonnage of the live stock trade, for 1860, is 36,359 tons (excepting that delivered at local stations), against 26,458 tons in 1859—the increase for the past year being 9,891 tons. Of this increase 7,517 tons is in through stock trade, and the remaining 2,374 tons is from the local stations. The aggregate number of hogs brought to Baltimore in 1860 is 140,271, against 137,175 in 1859, showing an increase of 3,096 head.

The cattle business, both local and through, has been materially extended. The number of head of cattle loaded at Wheeling has been 9,873, as against 8,317 in 1859. At Parkersburg there was loaded 8,369 head, as against 5,179 in 1859. The aggregate tonnage of through cattle last year was 10,570, as against 5,222 tons in 1859—the increase being 5,348 tons or 102.41-100 per cent. In 1858 the through tonnage was 2,716.

Nor should this extraordinary accession of through trade in so important a feature be regarded as temporary or casual. It is simply the result of efforts made by this company, and its connecting lines forming the "Baltimore and Ohio route," from Southern and Central Ohio, Indiana, Illinois and Kentucky, to Baltimore, Philadelphia and New York. This trade, which has now grown very large from the demand caused by the increasing population of the Atlantic cities, has heretofore sought the more Northern lines, in view of their having been the first completed to the West. It is but now, since the proper facilities for transfer of cattle, feeding, etc., have been matured, that the shippers are turning their attention to what they must regard as the most direct, as well as the most natural and convenient route, even to their largest market, the city of New York.

**The Flour Trade.**—There has not been a large variation in the aggregate, under this head, for the past year. The total number of barrels brought to Baltimore has been 820,525½. In 1859, it was 784,574—the increase in 1860 being 35,951½ barrels. The quantity of through flour (from points upon or beyond the Ohio river) has been 352,413. In 1859 it was 463,067 barrels, showing a decrease of 110,654 barrels. From local sources on the Main Stem the receipts at Baltimore for 1860 are 423,894½ barrels, and from the Washington Branch 44,318 barrels, as against 287,790½ and 31,647 barrels respectively in 1859, showing an increase of 135,604 barrels in the Main Stem local trade, and 12,671 in that of the Washington Branch.

**Transportation of Cotton.**—There has been a considerable development in this item of the through transportation on the road during the past year. In 1859 the number of bales hauled was 6,888, while during the past year it has been 14,181 bales, showing an increase of 7,293 bales, or 105.87-100 per cent. In 1858 the number of bales brought by the road was but 3,014. All of this business, with the exception of about 2,000 bales for local consumption, was destined for the Eastern manufacturers, or for shipment to Europe.

The extent to which this great staple is moved from the Southern and South-western States would hardly be realized without an examination of the most reliable statistics. For several years past

that portion of it which is shipped from Western Tennessee has shown a tendency to seek the seaboard of the Eastern and Middle States, by way of the Ohio river and the railroad lines leading eastward from it. In the statistical year of 1860, ending with the 1st September last, the total crop of the United States was 4,670,417 bales. Of this, there were shipped from the Memphis and Nashville markets 422,448 bales. Of this, 111,126 bales went by the Ohio river, and thence by the lakes, canals and railroads to the East. In 1859 the quantity was 90,074 bales; in 1858 it was but 28,800 bales.

In view of the disposition shown by the shippers to compress packages of cotton into such dimensions as will enable it to be carried more economically, and in view, also, of the tendency towards such an increase in its extent as to offer a steady source of business to the railroads—sufficient to enable them to make special provision for its carriage—it is likely to become a much larger item in the through trade of this line hereafter.—Had the company possessed the power to re-ship cotton to Europe from Baltimore, on advantageous terms, during the past year, and had it specially invited this trade for that destination, it is believed that the business would have been more than quadruple that shown in the above return.

## LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1½ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860.

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The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with Iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11½ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfilment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

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This work is in a mountainous and perfectly healthy region, within 7 hours' ride of Rio de Janeiro. About 200 additional miles are located and remain to be placed under contract.

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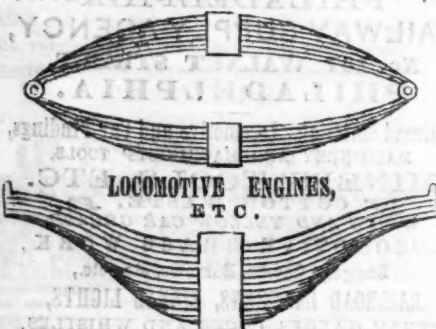
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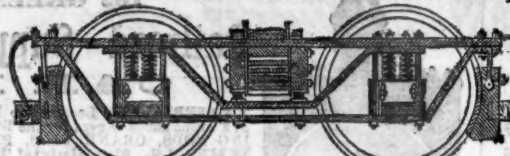
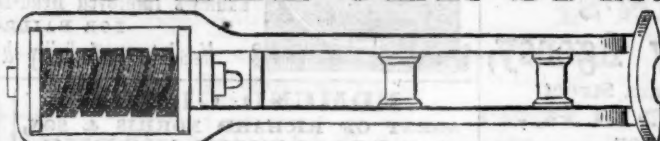
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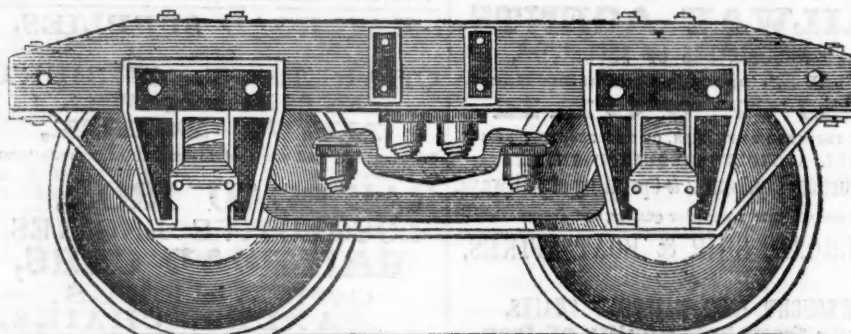
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Jan. 14, 1886.

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MANUFACTURERS OF  
**LOCOMOTIVE, CAR AND TANK  
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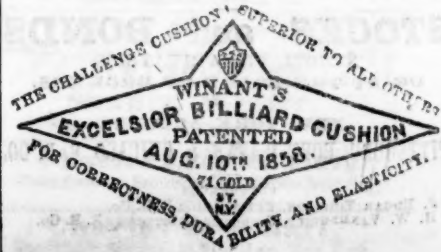
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